How RRs Can Get 'In Orbit'—p. 38

November 16, 1959

# RAILWAY AGE *weekly*

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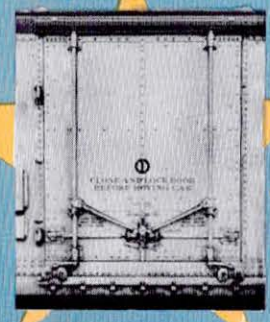
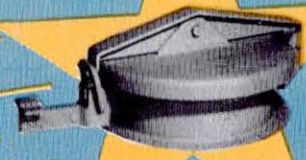
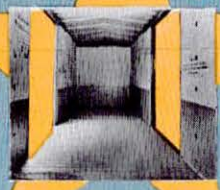
## New Stars In The Firmament!



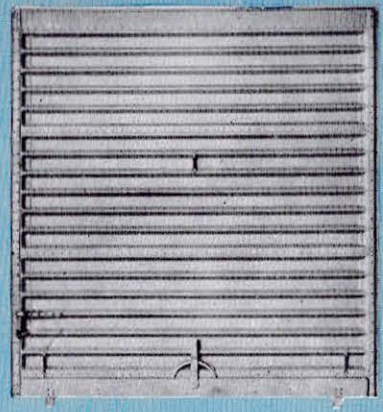
Refrigerator Car Door Support



Hatch Frame and Cover

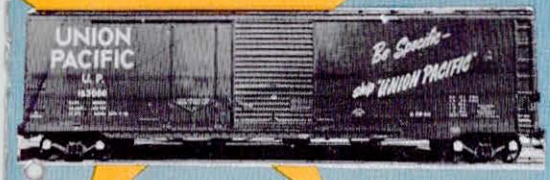


Metallic Lining

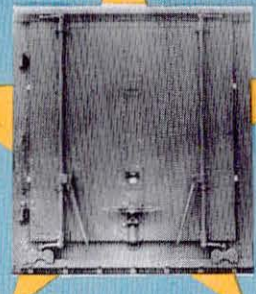


Center Operated Lift Door

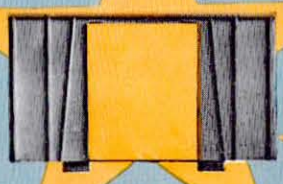
Gondola Car Side




Combination Doors



9-Point Lock—Plug Door



Diagonal Door Post

Heavy Duty Gusset

**YOUNGSTOWN STEEL DOOR COMPANY**

*Camel Sales Company*
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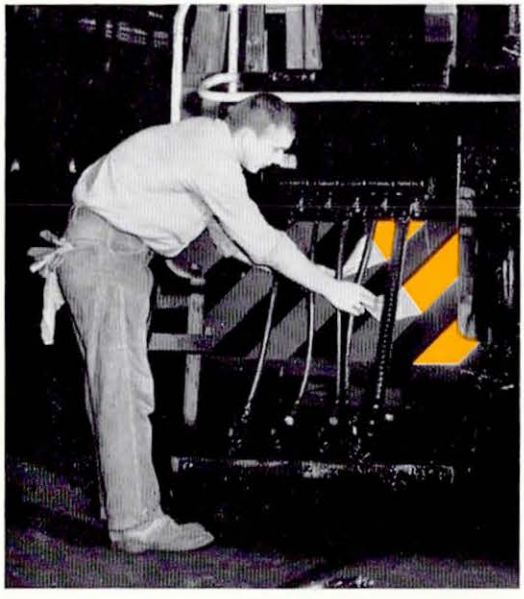
# L & N Gets Bright "New Look" with Pre-Masked SCOTCHLITE

REFLECTIVE SHEETING



## New system speeds remarking of 733 units — increases nighttime safety

Before long, the entire locomotive fleet—road-freight, passenger, general-purpose, and switching diesels—of the L. & N. will be completely redecorated in a new color scheme. An important element of the line's "New Look" is "Scotchlite" Reflective Sheeting used for medallions, letters, numbers, and striping.

The L. & N. selected "Scotchlite" Sheeting for increased nighttime safety, appearance, durability. But, one of the strongest reasons was the new pre-masked feature that makes application easier—reduces repaint time up to 24 hours.

The markings of "Scotchlite" Sheeting are pressed in position on units that have been prime coated; the front masking is left on. After the final coat of paint has been applied, the front masking is stripped off in seconds—and the unit is ready to roll with its bright "New Look" that's highly visible day and night.

Let us demonstrate how this system can cut costs and improve your method of marking rolling stock. Ask your 3M representative for complete details or write the 3M Co., Reflective Products Division, Dept. RBO-11169, St. Paul 6, Minn.

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SCOTCHLITE

BRAND

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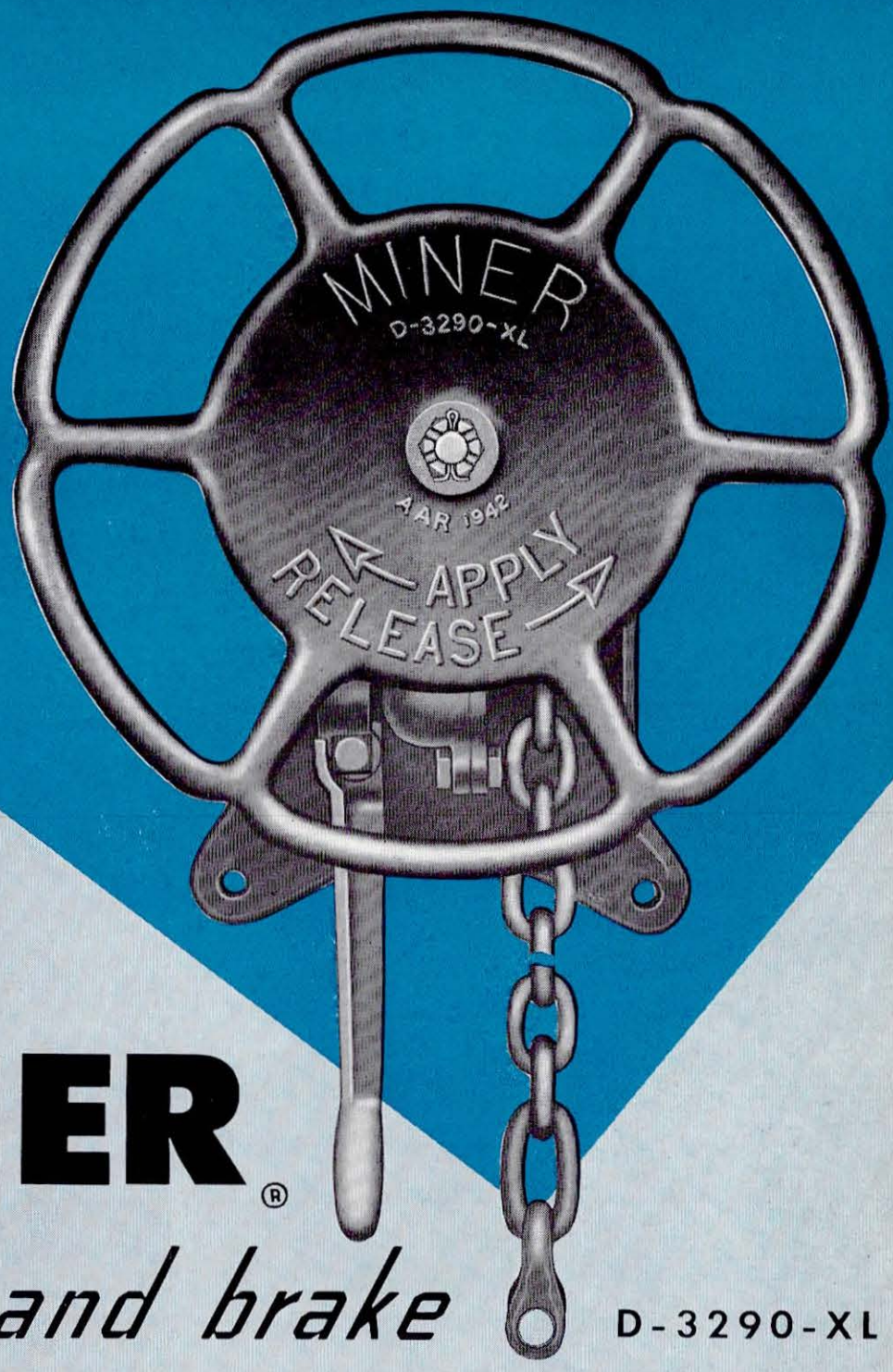


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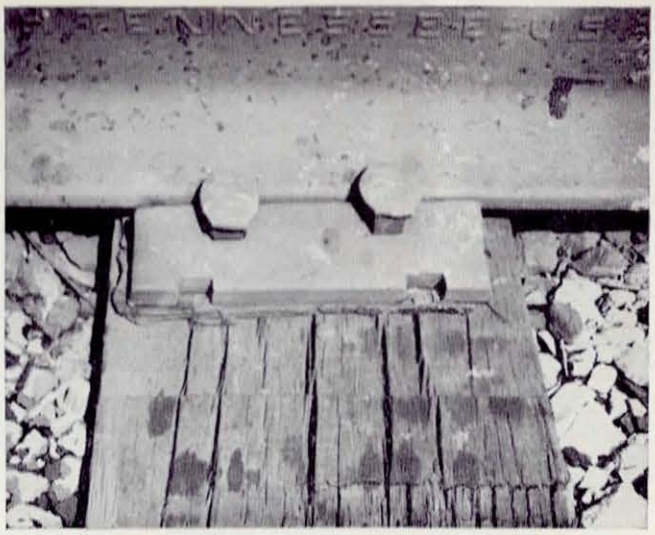
# MINER®

## *power hand brake* D-3290-XL

## SAFE · FAST · DEPENDABLE

**W. H. MINER, INC.** **CHICAGO**

# 9 YEARS OF TIE PROTECTION by BIRD SELF-SEALING TIE PADS UNDER SMALL TIE PLATES

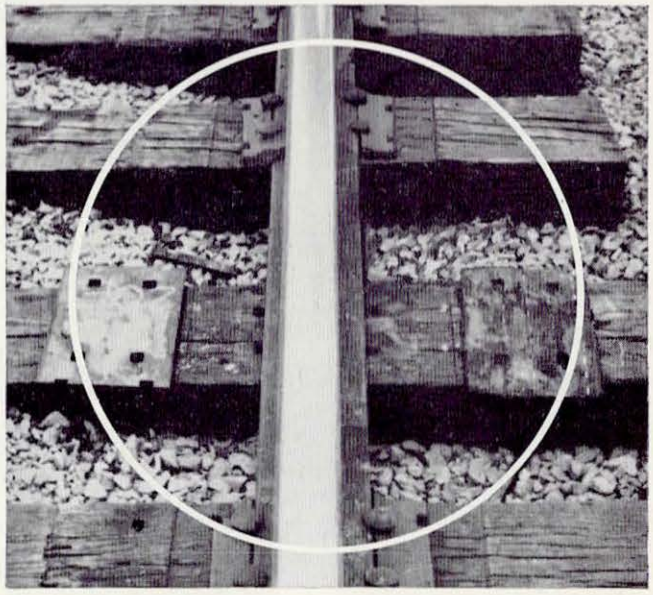


Bird Self-Sealing Tie Pad is securely sealed to the tie after 9 years of service. There has been absolutely no contact between the tie and the plate since the pad was installed.

Smaller tie plates, used with Bird Self-Sealing Tie Pads, carry heavy tonnage — and afford better protection than larger tie plates without pads. Here's a 9-year record of performance on the Louisville and Nashville Railroad:

- For test purposes, tie plates were "bob-tailed" from 7¾" x 13" to 7¾" x 11".
- Bird Self-Sealing Tie Pads were installed in 1949.
- During past 9 years, traffic has averaged 17,500,000 gross tons annually.

Illustrations show the permanent and effective seal with the tie and the resulting protection of underplate and spike-hole wood. For interesting booklet, write to Bird Tie Pads, East Walpole, Massachusetts, Department HRA.



These are the results you can always expect with Bird Self-Sealing Tie Pads. Because of its tenacious seal, the pad had to be peeled from the tie. Note that the underplate and spike-hole wood is as sound today as when Bird Self-Sealing Tie Pads were originally installed. *Moisture and abrasive materials could not penetrate the seal.*

*Bird Self-Sealing Tie Pads are recommended for:*

BRIDGE DECKS • CURVES • SWITCH TIES • HIGHWAY GRADE CROSSINGS AND OTHER PAVED AREAS • CROSSING FROGS • INSULATED JOINTS • WITH SMALLER TIE PLATES • PILE CUTOFFS • THROUGH STATION PLATFORMS • OUT-OF-FACE INSTALLATIONS IN RAIL-LAYING PROGRAMS • SANDY LOCATIONS.

All other locations where tie life is short or replacement costs high.

*Buy the Best . . .* BIRD & SON, inc. Established 1795 *Buy BIRD*

RAILWAY AGE *weekly* November 16, 1959 • Vol. 147, No. 20

# Week at a Glance

## Departments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**RI, Milwaukee study merger** ..... p. 9

Studies now under way could create a rail network extending from the Pacific Northwest to the Great Lakes to the Gulf Coast. It would be the biggest railroad system in the nation, in point of road miles—18,175.

**Special trackwork cuts pier costs** ..... p.13

The new facility—in Duluth, Minn.—is served by the Soo Line. It was constructed by the city's Port Authority in expectation of heavy traffic from the St. Lawrence Seaway.

**CTC reduces multiple trackage** ..... p.16

The P&LE's entire mainline is now equipped with centralized traffic control. The final installation—a 20-mile section—enabled the road to retire 25 miles of main track.

**TRRA adds new service bureau** ..... p.20

Shippers are now getting faster and more accurate answers to queries on shipments through the St. Louis gateway. Meanwhile, Chicago railroad men, with a more complex problem, are pondering establishment of a centralized interchange bureau.

**Today's PS-1 box car** ..... p.22

The car, introduced in 1946, is based on a concept of design and parts standardization that reduced costs through mass production methods. Over 270 changes have been made in the car—all without disturbing the standardization principle.

**New sorter handles mail fast** ..... p.26

A new system to automate mail bag sorting in railroad terminals will pay for itself in two years or less, say its designers.

**'Mammoth' ore movement seen** ..... p.33

The railroads have pledged to put "everything we've got" into the task of speeding iron ore to the steel mills. The end of the steel shutdown, meanwhile, has brought thousands of furloughed railroad workers back to work. An "exceptionally heavy" demand for cars is foreseen—but no serious shortages are indicated.

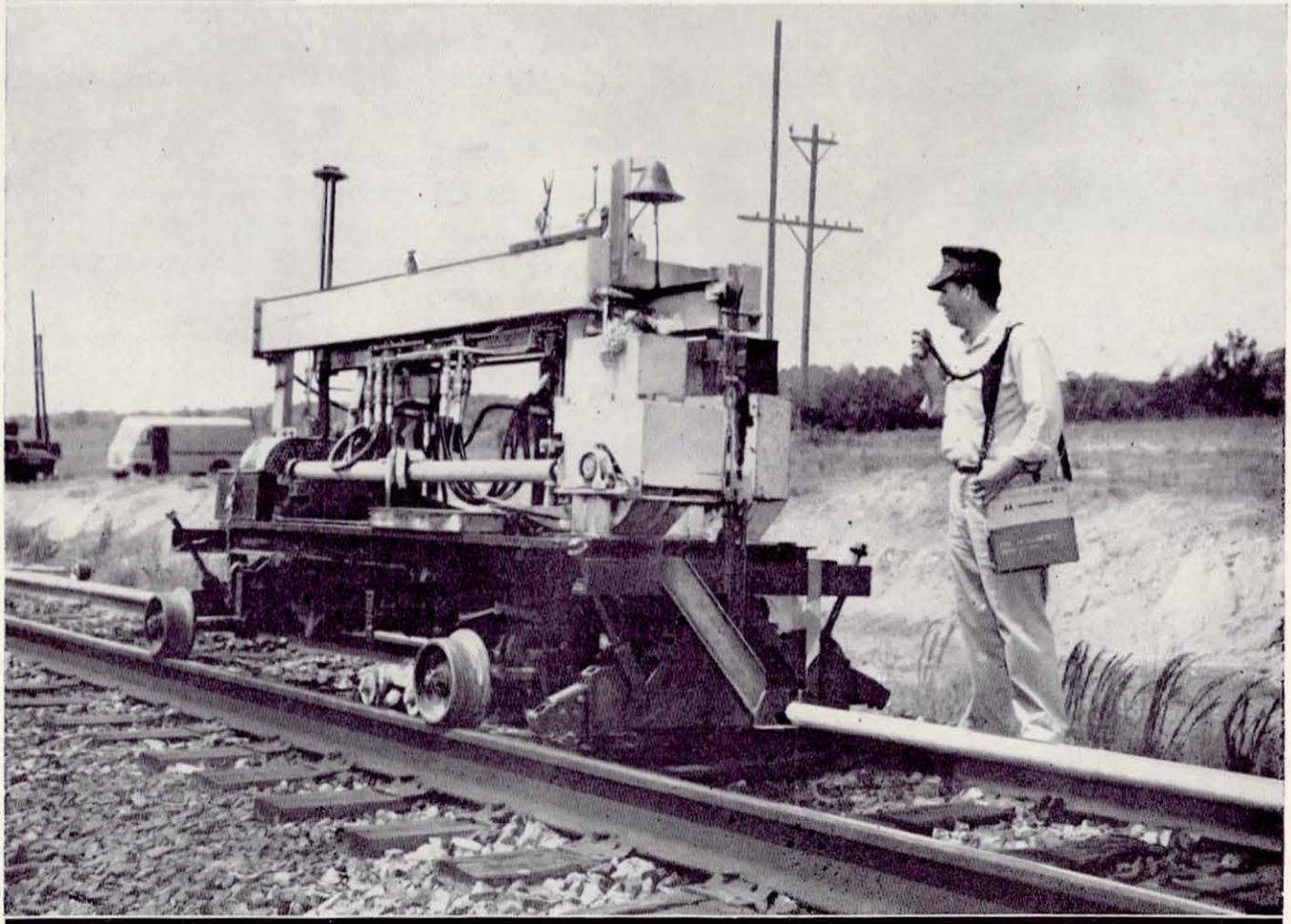
**Wanted: 'Easier' mergers** ..... p.34

Lackawanna President Shoemaker describes the opposition the Erie-DL&W merger proposal has encountered from

Motorola Handie-Talkie® 2-way radiophone

# TIME-SAVING "TALKING TOOL"

## for faster, safer maintenance-of-way



**Seaboard Airline foreman uses portable radio to coordinate men and machines**

Linking work crews spread over several miles of track . . . spanning rivers and gorges . . . providing direct, instant radio contact between foremen and other supervisory personnel—Motorola HANDIE-TALKIE portable 2-way radios add up to *more work per day and less train delay.*

These lightweight portables are railroad "tools" . . . built to meet the day in, day out demands of railroad service—anytime, anywhere. So make sure you have Motorola HANDIE-TALKIE radios on hand when and where you need them.

Your Motorola Railroad Radio Representative will show you exactly how these versatile "talking tools" can save you time, money . . . increase efficiency and promote safety all along the line. Give him a call or write today for complete technical information.

**MOTOROLA** RAILROAD RADIO

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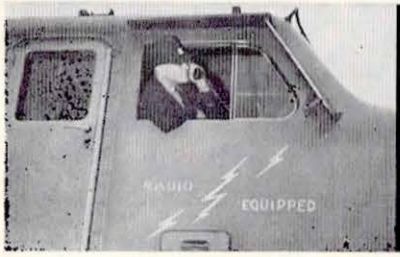


**Every diesel and caboose on the Clinchfield is Motorola radio-equipped.**

**Flagman with tripod-mounted radio.**

## Week at a Glance CONT.

## Current Statistics

| | |
|---|---|
| Operating revenues | |
| 9 mos., 1959 .... | $7,391,129,587 |
| 9 mos., 1958 .... | 7,013,191,462 |
| Operating expenses | |
| 9 mos., 1959 .... | 5,807,048,048 |
| 9 mos., 1958 .... | 5,613,195,989 |
| Taxes | |
| 9 mos., 1959 .... | 792,949,896 |
| 9 mos., 1958 .... | 685,984,463 |
| Net railway operating income | |
| 9 mos., 1959 .... | 548,669,818 |
| 9 mos., 1958 .... | 448,671,909 |
| Net income estimated | |
| 9 mos., 1959 .... | 393,000,000 |
| 9 mos., 1958 .... | 353,000,000 |
| Average price railroad stocks | |
| Nov. 10, 1959 ... | 101.87 |
| Nov. 11, 1958 ... | 103.43 |
| Carloadings, revenue freight | |
| 44 wks., '59 .... | 26,212,356 |
| 44 wks., '58 .... | 25,576,462 |
| Freight cars on order | |
| Oct. 1, 1959 .... | 35,626 |
| Oct. 1, 1958 .... | 24,982 |
| Freight cars delivered | |
| 9 mos., 1959 .... | 29,916 |
| 9 mos., 1958 .... | 34,664 |


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**Dallas** 19, Tex., 3908 Lemmon ave.,
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within the industry. Two intervening roads, he says, asked the ICC for an "insurance policy," while two others injected a time-consuming "phony issue" into the proceedings.

**The Action Page—How RRs can get 'in orbit'** .....p.38

Transportation in this country is orbiting fine—technologically. Economically, it's sputtering away on the ground. It will continue that way until government is forced to quit playing favorites.

*Short and Significant*

**'Archaic work rules' . . .**

which "increase the cost or reduce the efficiency of transportation" will be opposed by the National Industrial Traffic League under action taken early in the league's annual meeting at Chicago last week. In another opening session vote, the league rescinded its 1958 opposition to the so-called Symes Plan for government ownership and leasing of railroad equipment.

**Four railroads and a steamship line . . .**

have set up rates for a rail-lake-rail coal movement between Ohio mines and Ashland and Rhinelander, Wis. The tariff is believed to be unique in two ways: It's the first rail-lake coordinated move with a rail haul at both ends; and it's the first such move on a single-factor rail-lake rate. Pennsylvania, Nickel Plate and Chesapeake & Ohio will bring the coal from mine to lake; Reiss Steamship Co. will haul it to Ashland; Soo Line will carry it to destination.

**Freight terminal consolidations . . .**

at Atlanta, Ga., and Montgomery, Ala., have been announced by the Atlantic Coast Line and Louisville & Nashville. Joint operations are scheduled to begin at Atlanta Dec. 1 and at Montgomery as soon thereafter as necessary track changes can be made.

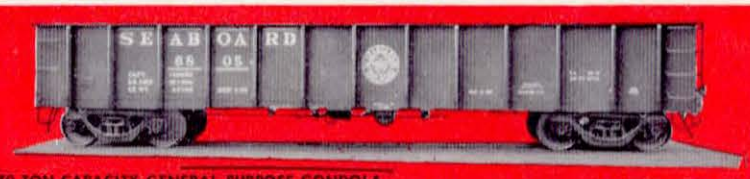
**Ride analysis tests . . .**

completed last week on the DL&W main freight line between Hoboken and Danville are expected to provide important new information on motion of loads induced by a moving freight car. Seven test runs set up by the AAR Research Center laboratory staff measured both vertical and side-to-side movement with different centers of gravity and with long-travel and short-travel truck springs. The results —particularly important in piggyback clearance studies— will also be available for studying other clearance requirements; ride comfort; the effects of car motions on loads; and the design of track, trucks and springing.

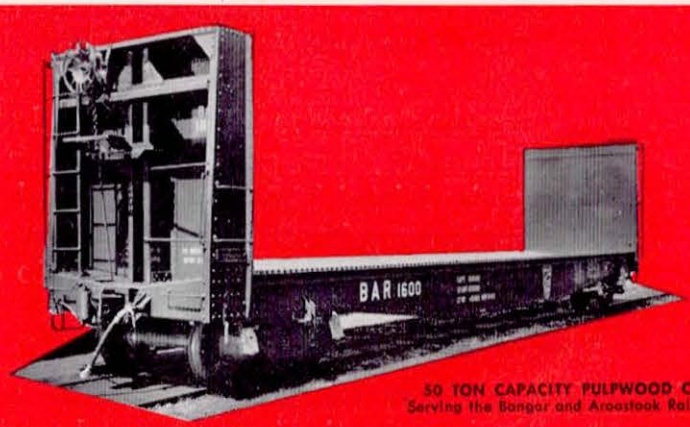
# MAGOR

## CARS

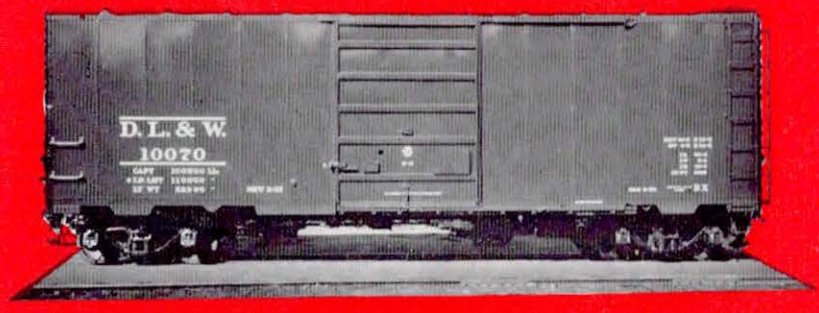
***for dependable service...*** *Reduced maintenance Respected Products of more than 56 Years Experience*




70 TON CAPACITY GENERAL PURPOSE GONDOLA
Serving the Seaboard Airline Railroad




50 TON CAPACITY PULPWOOD CAR
Serving the Bangor and Aroostook Railroad




50 TON CAPACITY, 40 FT. 6 IN. BOX CAR
Serving the Delaware, Lackawanna & Western Railroad

MAGOR CAR CORPORATION

50 Church Street
New York 7, N.Y.

# RI, Milwaukee Study Merger

► **The Story at a Glance: Rock Island and Milwaukee are eyeing the possibilities of merger. Studies just beginning could result in creation of the nation's largest railroad system in point of miles of road—a network blanketing the West in an arc extending from the Pacific Northwest to the Great Lakes to the Gulf Coast.**

**Rock Island directors authorized the road's executive committee to see if a formal study should be made. Milwaukee directors named a committee of eight to launch a feasibility study.**

**For Rock Island, this will be the first serious look at merger in recent years. Milwaukee has had prior experience: In 1954 it began exploring merger possibilities with Chicago & North Western. Studies were dropped about two years later.**

Rock Island Chairman J. D. Farrington notes that "the directors have authorized the Rock Island's executive committee to determine whether a study should be made of the desirability of a merger with the Milwaukee Road, and if it is found desirable to proceed accordingly."

Milwaukee Chairman Leo T. Crowley and President William J. Quinn say that "at a special meeting of the Milwaukee Road board a committee was appointed to determine the feasibility of a merger with the Rock Island."

With those two carefully-worded statements, top management of the two roads set in motion the machinery which could produce the country's largest railroad system. Merger would create an 18,175-mile railroad. Today's largest: Santa Fe, with 13,097 miles. Only the long-discussed GN-NP-Burlington-SP&S merger or the now-abandoned PRR-NYC combined would place more mileage under one corporate management.

### *Revenues: In the Top Six*

From a revenue standpoint, merger would put Rock Island-Milwaukee in the top half-dozen. Together, the two took in more than $450,000,000 last year. Thus far in 1959 (nine months), Rock Island shows total operating revenues of $168,904,919 and net railway operating income of $8,792,980. Milwaukee has posted total operating revenues of $183,988,365, net railway operating income of $2,486,449.

From an operating standpoint, consolidation would produce more extension of territory than duplication. Both roads serve Chicago, St. Paul-Minneapolis, Kansas City, Omaha. But Rock Island stretches into St. Louis, Memphis, Dallas, Fort Worth, Houston, Denver. And Milwaukee extends across the northern tier of states to Spokane, Seattle and Tacoma.

Each road has existing ties with other transcontinentals — Rock Island and Southern Pacific operate through Chicago-California passenger service via Tucumcari, N.M; Milwaukee and Union Pacific do likewise via Omaha.

The two roads' directors met separately last Monday afternoon—Rock Island's in a regular meeting, Milwaukee's in special session—to approve the initial proposal. Preliminary studies will apparently proceed separately. Joint study may come later. Presumably, the opening project will be a feasibility survey—after which the economic and operating aspects would have to be thoroughly probed.

No timetable has been set up for completion of the first phase work.

### *Previous Merger Efforts*

Neither Rock Island nor Milwaukee are total strangers to merger talk—although Rock Island's involvement with other roads was fairly nebulous (during the period when Alleghany Corp. held a large block of RI stock and pondered possible merger with an eastern road).

Milwaukee went through about two years of merger study with C&NW (1954-56), but studies were dropped after the Heineman-Fitzpatrick team took over North Western's management. In a sense, a Rock Island-Milwaukee hookup would be at once a parallel and an end-to-end merger, while the proposed Milwaukee-C&NW consolidation would have been largely a parallel combination.

Top officers of both Rock Island and Milwaukee will play active roles in the upcoming studies. Both Chairman Farrington and President Downing B. Jenks are members of the seven-man RI executive committee. Both Chairman Crowley and President Quinn are on the eight-man Milwaukee study committee (along with Executive Committee Chairman J. Patrick Lannan).

Railroad mergers being what they are, the outlook is for months of painstaking investigation which may or may not produce a merger recommendation. But, as one railroad spokesman commented, "the only way we'll find out [whether merger is advisable] is to take a look."

There were no indications that the RI-Milwaukee action stemmed from any sudden change in status of competitive merger propositions. Both the GN-NP-CB&Q-SP&S merger and Soo-DSS&A-WC consolidation are still under study—but neither is expected to produce results for a while yet.

One capsule comment on the former study: "The fire is still burning —but low."

**MERGER CHECK LIST**

**Approved by ICC**

Norfolk & Western—Virginian

**Pending Before ICC**

Lackawanna—Erie

**Proposed and Under Study**

Rock Island—Milwaukee

Great Northern—Northern Pacific —Burlington — Spokane, Portland & Seattle

Seaboard—Atlantic Coast Line

Soo Line—Duluth, South Shore & Atlantic—Wisconsin Central

New Haven—Boston & Maine—Bangor & Aroostook — Maine Central—Rutland

**Proposed, Studied and Deactivated**

Milwaukee — Chicago & North Western

Missouri Pacific—Texas & Pacific

Lackawanna — Erie—Delaware & Hudson

New York Central—Pennsylvania

# Loomis Prescribes Rail 'Cure'

Government and labor-management action to assure adequate rail transportation during "the coming era of tremendous expansion" was called for last week by President Daniel P. Loomis of the Association of American Railroads.

Addressing the annual meeting of the National Industrial Traffic League in Chicago, Mr. Loomis said the nation faces a tightening freight-car supply situation as a result of resumed steel production and the railroads' own long-term "financial anemia." He warned that "there are simply not enough steel wheels under the economic colossus that is America."

The problem would quickly disappear if railroads "could count on the kind of earnings typical of other businesses," Mr. Loomis declared. He added that railroads should spend at least $1 billion a year for the next 10 years for new freight cars and locomotives, and another $500,000,000 for other basic improvements.

To make this possible, the AAR president called for elimination of "featherbedding" and favorable action on major proposals of the railroad industry's legislative program. This program calls for overhaul of federal tax policies on investment spending, adequate user charges on publicly-supported carriers, and authority for all carriers to own and operate other forms of transportation.

Mr. Loomis charged that government tax and transportation policies have resulted in a build-up of the most inefficient and expensive forms of transport, while placing railroads at a "crippling . . . disadvantage."

"Clearly," he said, "the nation cannot have it both ways. It cannot decimate its railroads with destructive taxation and government-favored competition, then expect the railroads to meet America's pyramiding defense and commerce needs."

Mr. Loomis called it "imperative" that the federal government "take steps to allow railroads to earmark more money out of income for use in replacing property worn out in operations." He went on to argue for the industry's specific proposals calling for maximum depreciation terms of 15 years for rolling stock and 20 years for fixed property, and for authority to set up construction reserve funds.

As to the proposed freedom to operate other forms of transport, Mr. Loomis said the railroads want the same right to diversify their operations that other major industries have. He added:

"It is bitterly ironic to railroad men that their industry, which must pay so much in taxes to help finance highway, waterway and airway development, is then prohibited by law from utilizing these public facilities on the same basis as others."

Mr. Loomis' discussion of featherbedding was a call upon railroad labor leaders to "cease sowing seeds of discord, stirring up bitterness and waving the strike club." The railroads, he said, "are engaged in a bitter struggle for survival which can be won only by clearing the track toward achieving the utmost in production efficiency at the lowest possible prices."

---

# Watching Washington *with Walter Taft*

• **PER DIEM RATE** will be increased to $2.88, from $2.75, on Dec. 1. This raise in the daily charge for rental of freight cars has been approved by car owners who are subscribers to Section 5a Agreement No. 7, the applicable Bulwinkle-Act pact which is administered by the AAR.

**THE AAR BOARD OF DIRECTORS** recommended the increase on the basis of advice it received from the General Committee of the Association's Operating-Transportation Division. Eligible car owners have one vote for each per-diem car owned. Their approval of the increase was by a vote of 1,699,247 to 67,681. Owners of 149,806 cars did not vote.

**RAILROAD DISAGREEMENTS** over per diem are still pointed up in a case under way at the ICC, and in legislation pending before Congress. The ICC case is an investigation instituted by the Commission after courts ruled adversely on its 1955 order upholding uniform car-rental charges. Without passing on this ruling, the U.S. Supreme Court sent the controversy back to the Commission for further study, including "thorough" consideration of proposed time-mileage formulas for setting varying per diem rates.

**THE PROPOSED LEGISLATION** is the so-called incentive bill which is on the Senate calendar awaiting consideration when Congress returns in January. It would permit the ICC to order increases in per diem rates to promote buying of freight cars.

• **CUTS OF FREIGHT CARS** being moved by a locomotive over industrial or interchange tracks within terminal areas are "trains" within the meaning of the Safety Appliance Act. And that means they must have operative power brakes as required by ICC train-brake regulations.

**THE U. S. SUPREME COURT** has so ruled in upholding fines assessed against the Seaboard Air Line. Movements involved were over a two-mile track which runs from SAL's Hopewell, Va., yard through that city, crossing railroad tracks and streets at grade as it proceeds to serve several industries.

**THE SAFETY APPLIANCE ACT** should be liberally construed as a safety measure, the court said. On that basis, the act was found to cover "movements which, though miniature when compared with main-line hauls, have the characteristics of the customary 'train' movement and its attendant risks."

*...where railroad progress is cast in steel*

## 800 NEW UNION PACIFIC BOX CARS Have Underframes with Cast Steel Ends Supplied by GENERAL STEEL CASTINGS

These underframes furnished complete to Union Pacific by General Steel are composites of sturdy one-piece end castings and rolled steel shapes.

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*Increase resistance to impact*
*Reduce maintenance*
*Increase car life*
*Resist rust and corrosion*

Whether for new equipment—or rebuilding of present freight cars—General Steel can help you get maximum car life with minimum maintenance.

# GENERAL STEEL CASTINGS

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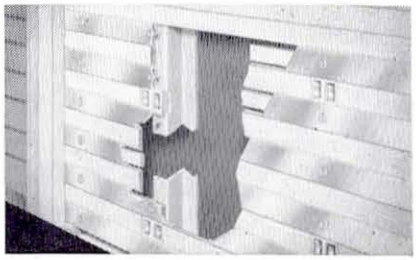
# Now, **SIDE LINING** joins Standard's Line-Rite team!

**Side Lining and End Lining slash maintenance costs and out-of-service time!**

Line-Rite Side Lining is a rolled, steel slat type bar designed to provide an alternate wood and steel face to the interior of the lading compartment. Dovetailed metal sockets lock each board positively and securely in place. Flanges give added support to the inserts. Side Lining is *four times stronger* than ordinary wooden lining . . . affords greater protection from excess condensation than all metal linings. This new construction provides strong protection from damage by fork lift trucks and tractors. You reduce maintenance costs, out-of-service time and shipper inconvenience . . . you'll have more cars available for high class lading. Yet Side Lining is easily installed, adaptable to any size car and does not add severe weight penalties. Wall coverage and location of lading anchors are to your specifications.



Line-Rite side lining is assembled by placing the bottom slat against the side wall at the desired height and welding studs to side posts using the slat as a welding jig. The front board is then placed in the dovetailed metal sockets, then the next slat is assembled to the side wall.

Line-Rite side lining provides for the replacement of any board without disturbing the balance of lining.

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# Special Track Cuts Pier Costs

**TRACKS THROUGH CONCRETE** working area at gantry cranes are laid with 128-lb girder rail, which precludes need for providing flangeways in the slab.

Girder rail, girder guard rail and tongue-and-mate switches figure prominently in trackwork installed at a new marine terminal in Duluth, Minn.

Trackwork of these special types was selected to realize savings in installation costs and to provide other advantages where the track was located in paved areas.

The new facility, the Arthur McClure Marine Terminal, is served by the Soo Line. It was constructed by Duluth's Seaway Port Authority in expectation of heavy traffic from the St. Lawrence Seaway. It includes a pier 3,100 ft long and 1,900 ft wide. Two buildings are on the pier: a transit shed and a warehouse. It is also served by twin traveling gantry cranes.

The pier facilities are served by eight tracks, including two under the gantry cranes. A working area 460 ft long and 55 ft wide at the gantry cranes was paved with concrete. Elsewhere, including track areas, the pier is surfaced with bituminous paving.

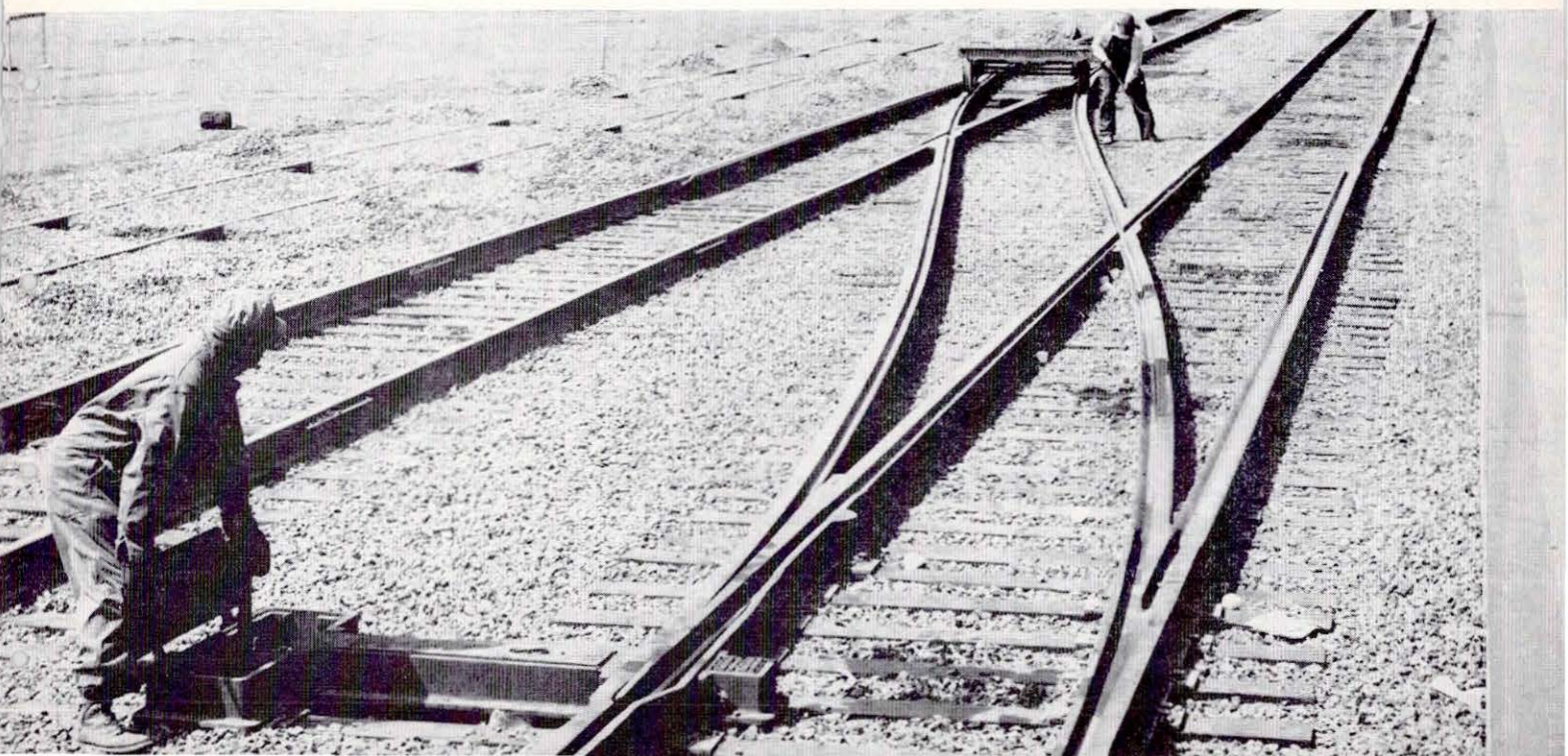
For the most part, tracks on the pier were laid with 115-lb T-rail. However, where the two tracks fall within the paved working area at the cranes, they are laid with 128-lb RE girder rail. (Rail of this type has a flangeway rolled as an integral part of the section.) Because these rails precluded the necessity of providing flangeways in the concrete, their use was said to save materials and installation time.

Two crossovers in an area covered with bituminous paving include several types of special trackwork. Switches in these crossovers are the solid-manganese tongue-and-mate type. They were selected instead of split switches to facilitate movement of rubber-tired vehicles over the trackwork without danger of damage.

Other features of the crossovers, which have No. 7 turnouts, include the use of 128-lb RE girder guard rails opposite the frogs and on the insides of curves, and 128-lb RE girder rails on the outside of curves. The girder guard rail has a heavier flangeway wall than regular girder rail. Therefore, it acts as a guard rail when used opposite frogs and on curves. Switches in the two crossovers are activated by parallel-throw switch stands.

All trackwork at the terminal was engineered, detailed and fabricated at the Steelton (Pa.) plant of the Bethlehem Steel Company. Before being shipped it was fitted together on the shop assembly floor, checked for gage and alinement and then matchmarked for reassembly on the job.

**SWITCHES AT TWO CROSSOVERS** are of the solid-manganese tongue-and-mate type. Other features include girder guard rails opposite frogs and on inside of curves, and girder rail on outside of curves. This view shows one of the cross-overs before the bituminous paving was applied at the Arthur McClure Marine Terminal in Duluth.



# New ASF Ride Control® Truck minimizes bolster shift, provides longer truck life

No truck can possibly last forever. But ASF has done the next best thing by designing the new ASF Ride Control Truck, the truck that maintains its efficiency over the longest possible period. Through greatly increased bearing areas, critical wear points last longer than ever. Through larger bolster dimensions and better shoe-bolster action, shift is minimized. You get constant control of ride—balanced wear from shoe and bolster—and longer life from the truck. The new ASF Ride Control Truck has been tested and proved in action on the ASF service laboratory test train, and is ready now to give you even better service.

**NEW Column wear plate with high weldability**

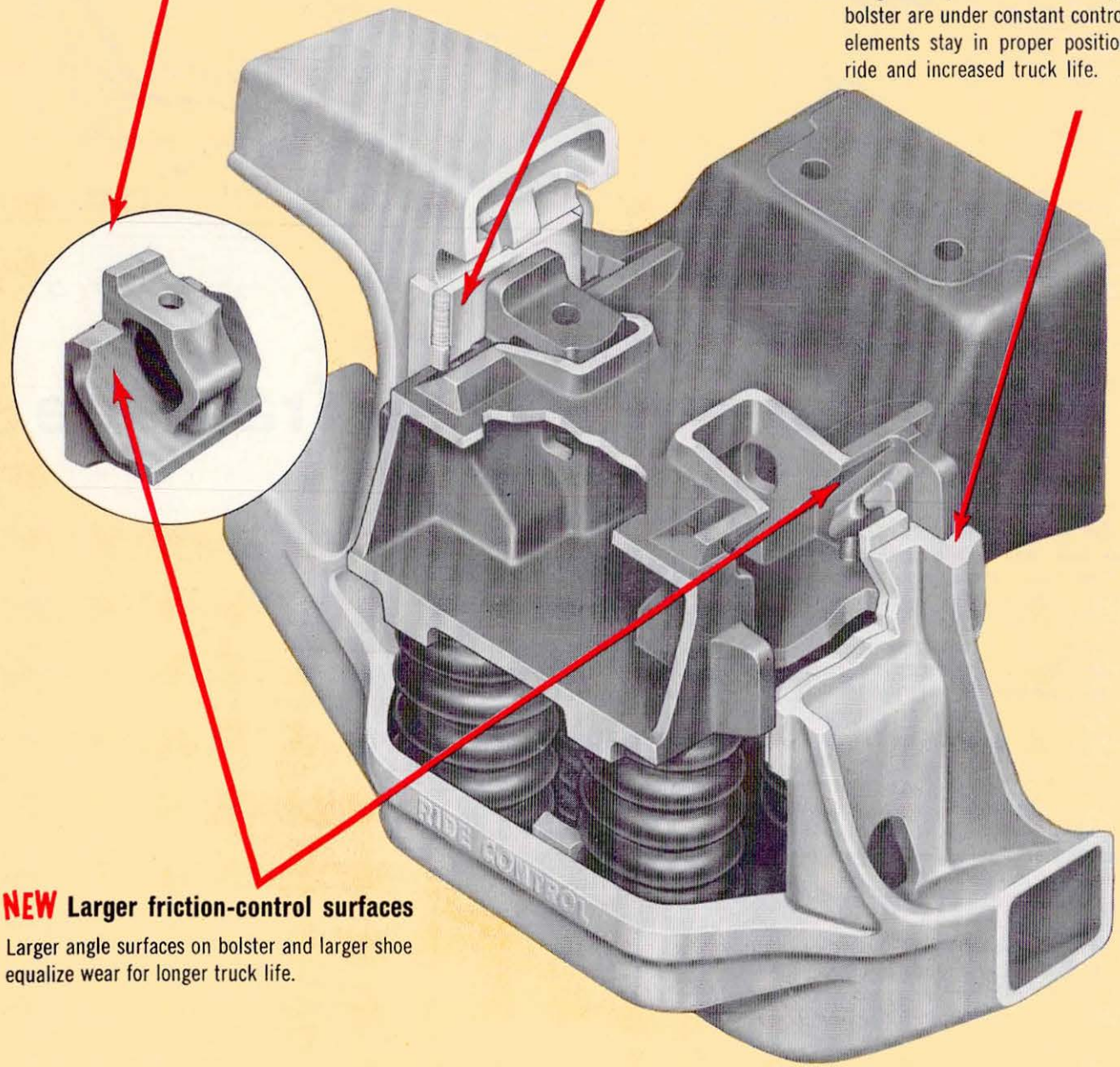
Steel composition and heat treatment developed for wear resistance, yet the plate is readily weldable.

**NEW Wing shoe is shell-molded**

Larger areas—plus ASF's precision casting process that results in smoother surfaces and closer tolerances. New longer-wearing steel, too.

**NEW Superior bolster control**

Longitudinal, lateral and rotary movement of bolster are under constant control. Ride Control elements stay in proper position for improved ride and increased truck life.




**NEW Larger friction-control surfaces**

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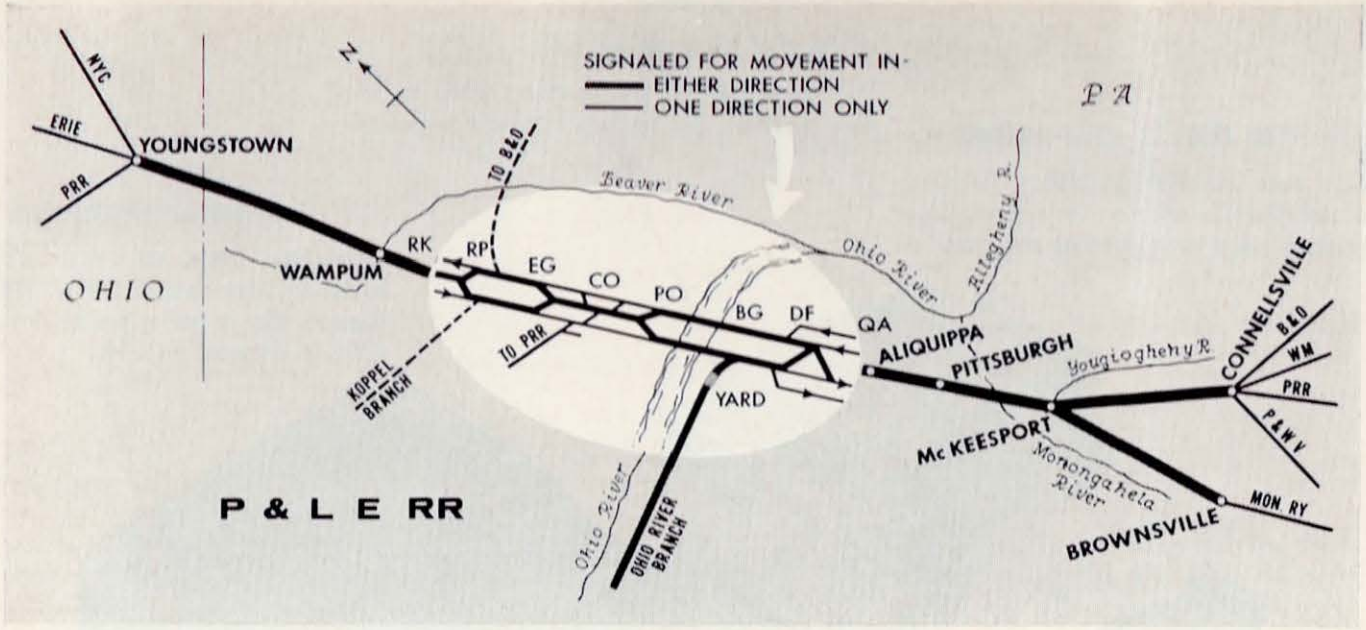



# CTC Reduces Multiple Trackage

► **The Story at a Glance: Pittsburgh & Lake Erie, and its big brother New York Central, are among the few roads installing centralized traffic control on multiple track lines. The practice is not new. A recent P&LE installation stresses its profitability. On this project, four tracks are converted to two- and three-track sections. Considerable rail, ties and ballast were reclaimed for use elsewhere. The project returns 40% annually.**

The entire Pittsburgh & Lake Erie mainline from Youngstown, Ohio, to Brownsville, Pa., via McKeesport, is now equipped with centralized traffic control.

The latest 20-mile installation between West Aliquippa and Wampum, Pa., closed the gap, with the exception of some four-track mainline around yards at Pittsburgh. This final CTC section handles some of the heaviest traffic on the P&LE—51 scheduled trains daily, with, before the steel strike, many extras and yard movements.

The B&O has trackage rights in the territory, so normal schedules break down as follows: passenger trains—10 B&O, 8 P&LE; freight trains—12 B&O, 21 P&LE. In addition, three yard engines work at QA and one at DF, and one serves both CO and PO (see map). The heaviest traffic period is between 6 p.m. and 2 a.m. Maximum authorized speeds over the line are 70 mph for passenger trains, 50 mph for freights.

Previously, the four-track mainline in this territory had unidirectional automatic block signaling. The interlockings at CO and BG were mechanical plants, those at PO and QA were electric plants. The two mechanical interlockings were becoming difficult to maintain, and it would have been expensive to rehabilitate them. The interlockings at DF, EG and RP are new.

The CTC project enabled the P&LE to eliminate four locally controlled interlockings. Also, the railroad was able to retire 25 miles of main track, four crossovers and seven turnouts, and convert 4.5 miles of main track to siding. Considerable ballast was reclaimed and some of the ties and rail were used in Gateway yard at Youngstown.

### *Additional Benefits*

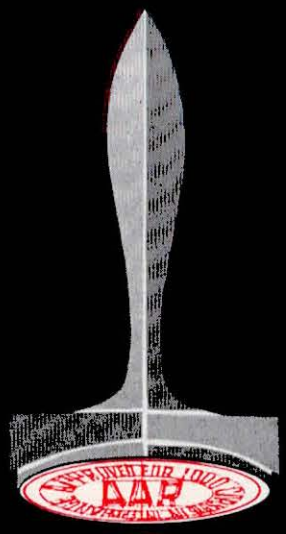
The P&LE estimates a 40% annual return on its investment. Other benefits included elimination of the gauntlet at the Ohio River bridge, and improved track alinement, especially at curves.

Rock slides are a menace through a shelf-type cut east of PO, and watchmen were stationed there. Here, two inner tracks were removed, providing a place other than the tracks for the rocks to fall. A series-circuit slide fence with an umbrella section (overhead) is being installed through the cut.

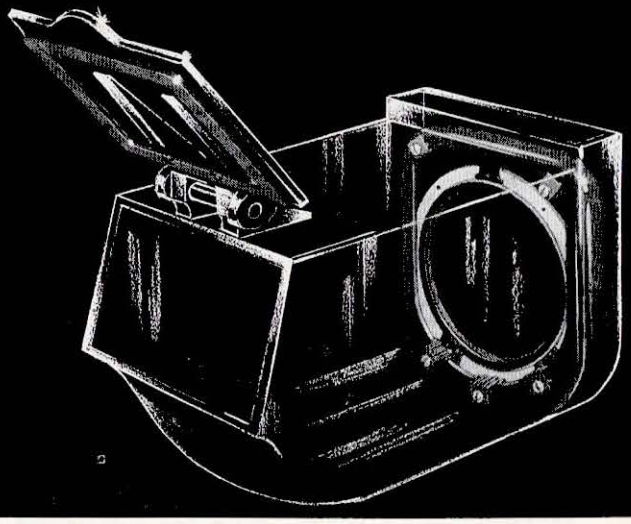
With the new signaling, the mainline consists of alternate sections of two and three tracks. Both tracks of the two-track sections, and the center track of the three-track sections are signaled for train movements in one direction only under automatic block system rules. Most of the turnouts for main track movements are No. 20 or No. 16 equilaterals, so that a speed of 50 mph through switches is allowed.

In conjunction with the traffic control system, Servo Corp. hotbox detectors were installed at EG interlocking. Detectors are installed on both tracks for bidirectional operation. Because this interlocking is remotely controlled, the hotbox detector information must be transmitted to the CTC operator at QA. To do this, Union Switch & Signal supplied a digital analyzer that translates signals from the hotbox detectors into suitable transmission form. As these signals are sent over the CTC code line, which of necessity must transmit them serially (single file order), storage equipment is provided to hold the information until the code system can send it.

At QA office, three indication lamps for each side of the train are illuminated to show: (a) normal journal boxes; (b) hotboxes; and (c) excessive heat differential. Another light indicates that additional information is waiting. If another hotbox is detected when the storage equipment is full, it is reported by a red signal light. Car location is displayed by digital indicators showing the number of cars from the head of the train.




# AAR APPROVED



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# Letters from Readers

### *'Turnpike Trains'*

Philadelphia, Pa.

To the Editor:

As a transport man, I would be unwilling to guess at the operational feasibility of the proposed multiple-bottom "turnpike train" [RA, Oct. 12, p. 16]. So, of course, would its proposers: both turnpike authorities and carrier companies would want to see how it works in practice before getting involved . . .

Also to be investigated and considered are the safety factors—both real and psychological. Should such trains frighten any appreciable number of private automobilists and routine truckers from the turnpikes, they may chase away more revenue than they bring in.

On the other hand, should such highway trains prove operationally feasible, they might well activate a proposal that has been in the wind for some time—that the trucking industry finance and build its own highways, as the railroads have. That would at once resolve the safety question—at least so far as the motoring public is concerned.

*J. P. Newell*
*Vice President—Operations*
*Pennsylvania*

New York City

To the Editor:

Your "Turnpike Trains" article was read with great interest and I must agree with you that far too little attention has been paid to the development of this method of transportation.

As a major supplier to the nation's transportation industry, we, here at American Car and Foundry, are quite naturally interested in all forms of transportation.

If the trucking industry feels that by increasing the size and number of trailers pulled by one tractor they will be in a better position to compete as cargo carriers, that is their prerogative. However, if by doing this they exceed the legal size and weight limits, they should certainly be required to pay for the privilege. Perhaps, even as the railroads must do, build their own roads.

Government-financed highways paralleling railroads have not improved the railroads' situation by any means. One need only look at the Connecticut Turnpike for an example. Here is a superhighway running adjacent to the New York, New Haven & Hartford Railroad. In effect, this rules out the possibility of spur lines or sidings in that direction and actually fences off the railroad from industries on that side. In addition, allowing trucks to become rubber-tired trains running on these public roads while railroads must buy, build, maintain and pay taxes on their rights of way, does not seem to me to contribute to the free competitive system of which we are so proud.

At American Car and Foundry we strongly believe in improving the ways of transportation and would do nothing to retard progress. We do feel, however, that everyone should have equal opportunity to develop as best they can without restrictions binding some and favoring others.

*Herbert H. Rogge*
*President*
*American Car and Foundry*

Chicago, Ill.

To the Editor:

My own view is that, if the truckers can find a way to pull a string of trailers behind a single tractor without jeopardizing the public safety and without violating the highway laws, and if this results in lower rates or better service to shippers, the development should be encouraged. If such results are not forthcoming, the railroads presumably will not be adversely affected.

In any case, the existing opportunities for advancement in the art of hauling freight by rail, in piggyback and container services, are so much more apparent and widespread that if the railroads continue to take advantage of them they will gain a long head-start on the "turnpike trains."

The day is far off when the economics of rubber on concrete, even in multiple units, will approach the economics of steel wheels on rails in long-haul freight service.

*A. L. Berry*
*Assistant to the President*
*Pullman, Inc.*

Boston, Mass.

To the Editor:

Revenue producing cubic capacity of a transportation unit in relationship to the cost of power to move it is a fundamental of the transportation industry. Using the common example that 100 loaded trailers require 100 power units (tractors) with 100 drivers as opposed to one power combination to move 100 loaded freight cars, illustrates the point that has characterized the various modes of transportation with respect to their rate structures.

Unfortunately, along with the inherent advantage of railroads and water carriers to move a large volume of traffic with more or less stabilized power costs, service depreciates when such volume is handled. The method of complete and independent power mobility as inherent to motor carriage provides the service, but without the cost advantages of the railroads and water carriers.

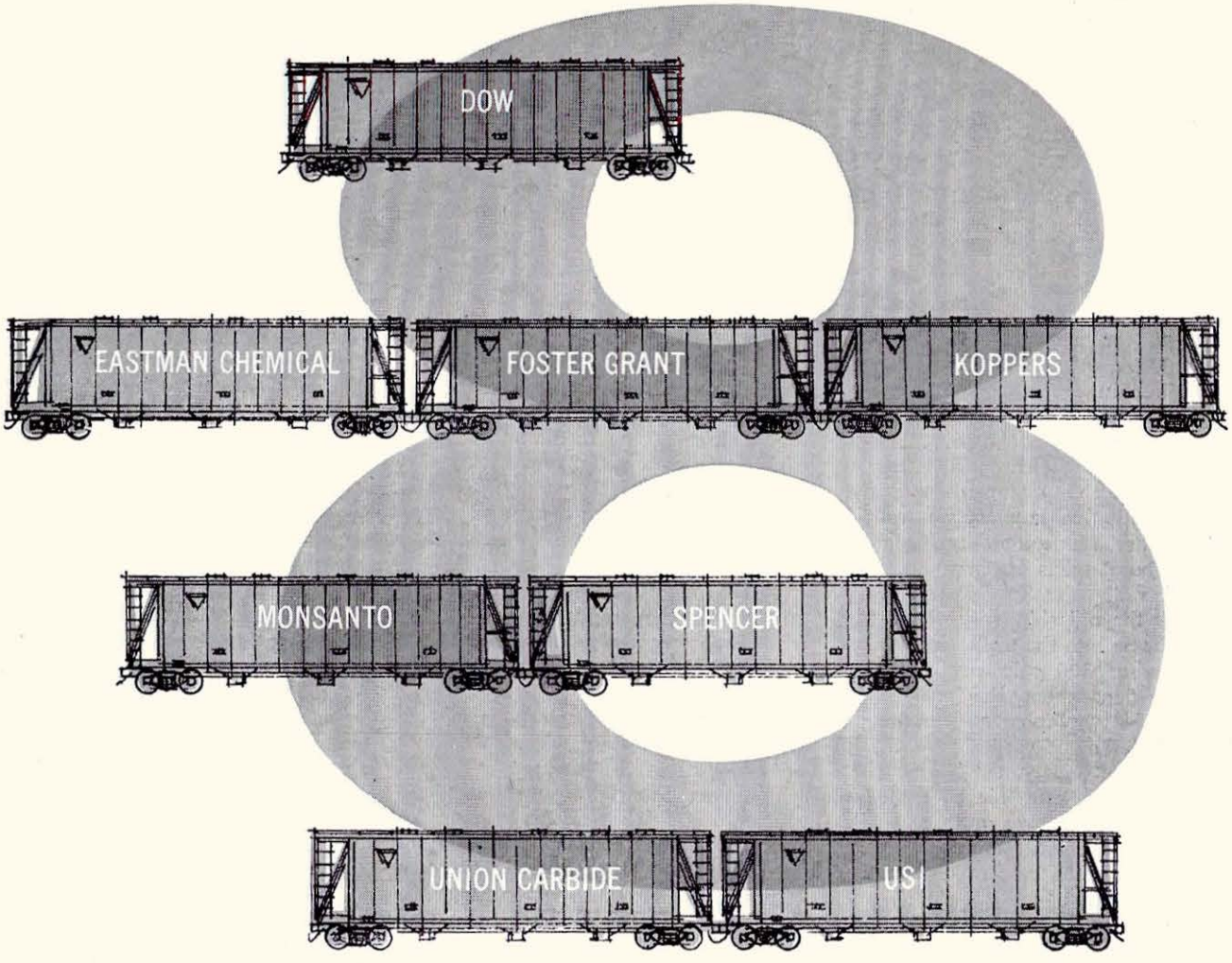
Accepting the foregoing as factual, TOFC becomes a new mode of transportation by virtue of combining the advantages of both rail and motor carriers. At this point we can assume that TOFC is the answer to the rail and motor carriers' respective disabilities through Plans I and II. However, this is not the case, as no mode of transportation can endure in its present form of operation indefinitely. History has proved such to be true.

Competitively speaking, we can expect motor common carriers to come up with new ideas of handling freight at lower costs. They would be poor businessmen if they didn't. The new operations of running double-bottoms on turnpikes is one approach to accomplishing their objective. They will certainly do whatever the legal limits permit if the end result is lower costs. As a matter of choice the railroads do not want to see double-bottom operations become prevalent with lower volume rates based on this type of operation. But this is the sort of competition we must face and get used to and in turn do something ingenious on our part to combat it.

Lest we forget, the railroads' competition for the higher rated traffic today may be the motor carriers; tomorrow we may both be concerned with the inroads made in air freight. Here again the ability to move volume at lowest cost is an area in which the airlines have had considerable experience with passenger traffic and this experience is of tremendous value if applied to moving freight. In the long term it can be expected that competition between the competing modes of transportation will stimulate the requirement of our doing many things we are unaware of today.

I think there should be an awareness of what we must expect as opposed to that which we may not expect and yet the latter form of competition becomes more acute with each technical advance. There can be only one answer by the railroads—we must learn how to move *more* freight *faster* and *cheaper* as a ground carrier.

*C. P. Tomm*
*General Sales Manager—Piggyback*
*Boston & Maine*

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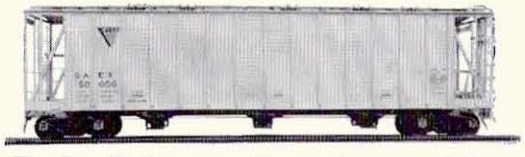

*The Dry-Flo® car provides maximum sanitation and full protection for materials that require careful handling.*

# TRRA Adds New Service Bureau

Shipper queries at the St. Louis gateway are being handled by a central bureau. Meanwhile, Chicago rail men, with a somewhat more complex problem, are pondering a centralized interchange bureau.

Traffic routed via the St. Louis gateway is getting red carpet treatment, thanks to the work of the Terminal Railroad Association's new freight service bureau.

TRRA set up the bureau Aug. 1, worked it on a pilot basis till mid-September and then reported (as of Oct. 1) that the organization "is just about functioning now as we want it to." Further refinements are coming, but the bureau has its basic job well in hand.

Under the old shipper-service setup, queries came into the traffic department (as many as 300 calls per day), the operating department, the local freight agent. Even switchmen got queries. So did yard clerks and yardmasters. So did the executive department. Some shippers, playing it safe, placed the same tracing query with two or three TRRA people (as General Traffic Manager A. A. Lister notes, "too much medicine neutralizes the effect").

Now all calls are channeled to the central service bureau and shippers get faster, more accurate information.

Here's how the bureau has overcome the problems involved in this type of shipper service:

- The organization works a 24-hour day, six days a week (8 a.m. to 5 p.m. on Sundays and holidays). Although most queries come during daylight hours, some shippers in emergency situations place night calls—and under the old setup they might or might not reach someone who could help. Now there's a man with the know-how and the interest available at all times.
- If a car is routed TRRA but hasn't yet arrived at the St. Louis gateway, the service bureau in many instances will reach out to locate the car, find out when it is due into St. Louis. TRRA passes the word on expediting to the inbound carrier, tries to arrange a quicker way of bringing the car through the terminal and then alerts the outbound carrier to the need for fast movement. All pertinent information is passed along to the shipper.
- As TRRA Superintendent George C. Siebert notes, "We don't turn a car loose with a promise." Lack of follow-up was a weakness under the old system—a clerk might trace a car and notify a shipper of its progress, but if something cropped up later to disturb the movement, nobody knew about it.
- The new system contemplates reports to interested shippers on all cars awaiting placement on the rip track, all cars undergoing repair and, finally, cars repaired and in process of dispatchment. The facility is, of course, enormously important also as a means of diverting and reconsigning carload shipments in transit.

TRRA has established the bureau as an arm of the operating department, with a former traffic department employee, E. M. Rodgers, as bureau manager.

And new as the program is, it's already met the test of acceptance, both by shippers and line-haul railroads, which have found the new bureau an efficient and time-saving means of checking and expediting urgent interline movements. Moreover, TRRA customers who previously sometimes experienced difficulties in establishing effective contacts can now find the kind of response they want through quick, direct contact with the new Freight Service Bureau.

### *Chicago Ponders Centralization*

The Chicago terminal, with its multitude of major and minor switching and terminal roads, faces a more complex problem than the one TRRA is solving with its new service bureau. But Chicago railroad men see hope for better days ahead—once they can secure universal approval for a common language and common format for waybill and consist, and thereby make creation of a centralized interchange bureau feasible.

According to one terminal road officer, problems of the common language are well on the way to solution—based on the system worked out by a number of eastern and southeastern lines. (The system refines all origin, destination, consignee, consignor data to a maximum of nine characters. In a recent trial involving 4,000 waybills, a "reading" committee was stumped only once in deciphering the abbreviated information.)

Ultimately, Chicago terminal planners hope to channel all interchange data through one central bureau built around a computer. Problems include—but aren't limited to—all-road cooperation and the compatibility of various computer equipment already in operation. Chicago's General Managers Association has a committee working on the program. Most likely next step: Entry of an independent consulting firm to make detailed studies and recommendations leading to establishment of a centralized organization.

(The terminal already has the Chicago Car Interchange Bureau. But its duties are largely confined to mechanical inspection of cars where there's a question of repair responsibility; issuance of defect cards placing responsibility for cost of repairs and/or transfer of lading on cars in interchange; and the handling of actual interchange, coupling of air and inspection of all cars interchanged through the CJ and CR&I.)

Launching a common language, centralized interchange pilot program in Chicago is no task for the faint of heart. But, as one terminal road officer comments, "Chicago is an ideal place to start. If it goes here, it'll go nationwide in short order . . . We're planning to push for 'yes' or 'no' from the individual roads soon. The information is available now to set up a simplified plan. And personally, I feel the pressure will be so great that all roads will approve it."

And that approval, the plan's backers believe, will be the big breakthrough in what has been a long, tedious and seldom wholly successful fight to eliminate the delays that plague movements of cars through a gateway as complex as Chicago.

## Dividends Declared

**MINNEAPOLIS & ST. LOUIS.**—35¢, quarterly, payable Nov. 27 to holders of record Nov. 12.

**ROCHESTER & GENESSEE VALLEY.**—$2, semiannual, payable Jan. 2, 1960, to holders of record Dec. 20, 1959.

**SOUTHERN.**—common, 70¢; 5% non-cumulative preferred, 25¢, quarterly, both payable Dec. 15 to holders of record Nov. 13.

**UNITED NEW JERSEY RR & CANAL.**—$2.50 quarterly, payable Jan. 10, 1960, to holders of record Dec. 18, 1959.

**WESTERN OF ALABAMA.**—$3, payable Dec. 21 to holders of record Dec. 10.

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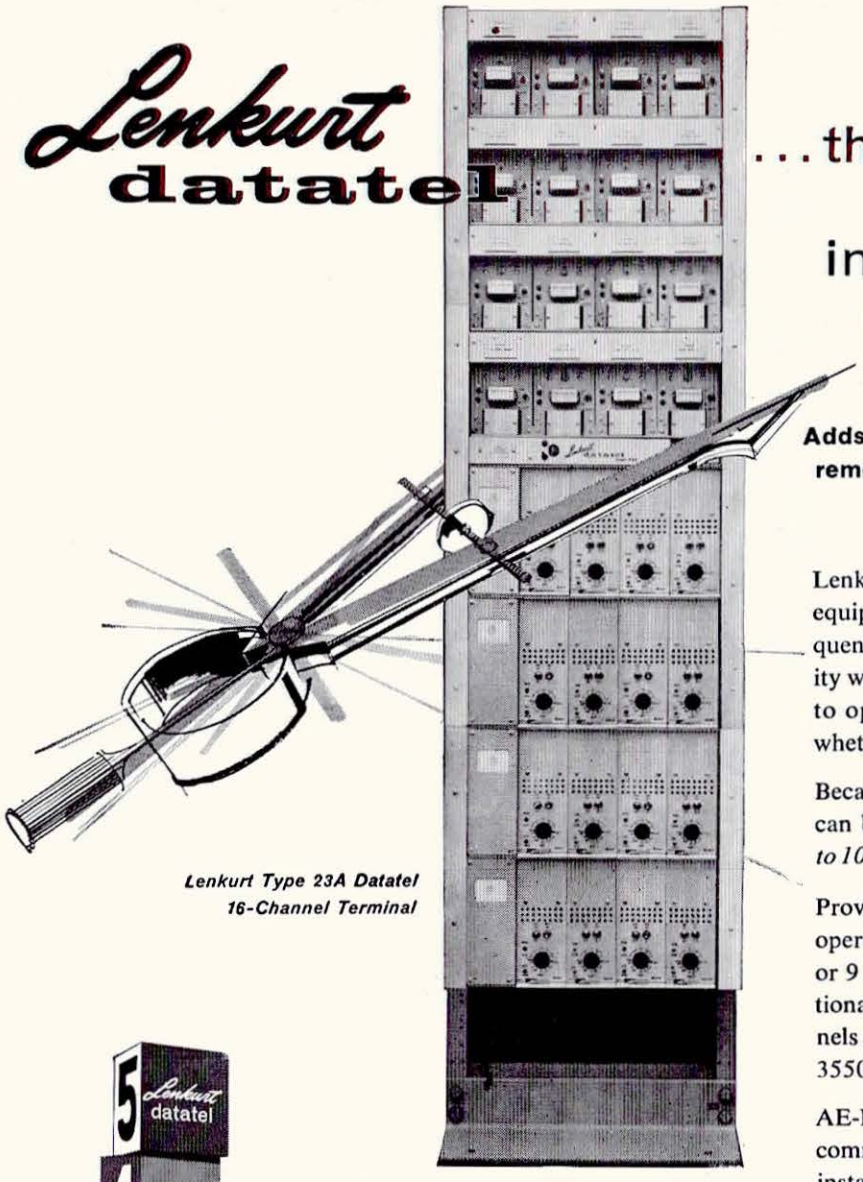

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AE-Lenkurt is equipped to handle *all* your communication needs – from planning and installation to equipment and supplies. *There's never need to look elsewhere.*

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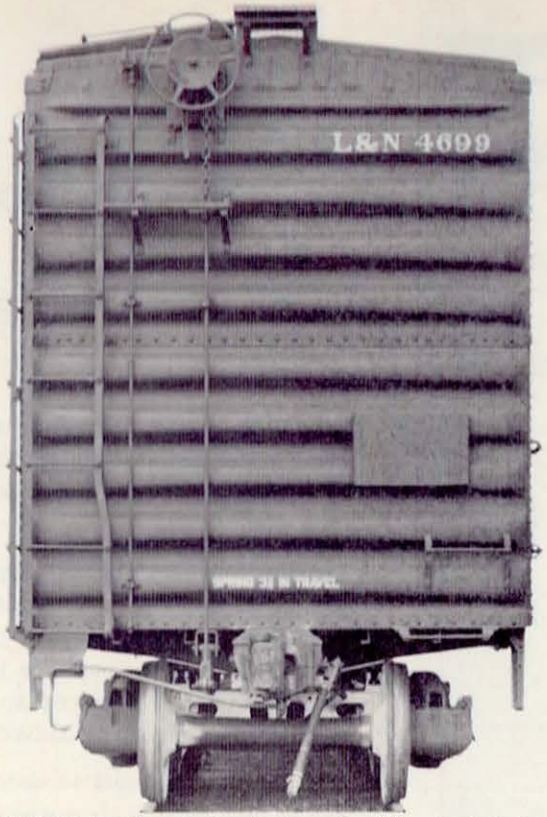
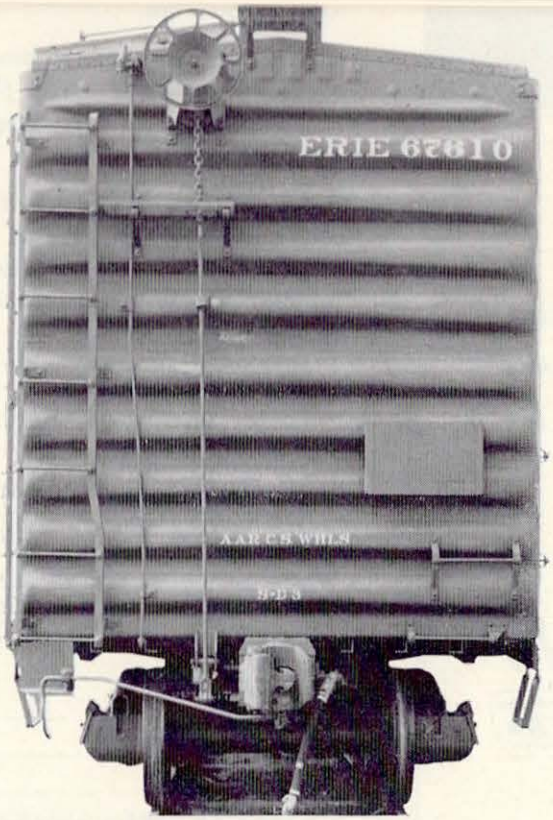



**EARLY PS-1** had steel end with riveted lap joints and riveted connection to separate end sill.

**The all-welded PS-1 box car was introduced by Pullman-Standard in 1946. It was based on a concept of design and parts standardization that reduced costs through mass production methods. The more than 94,000 PS-1's in service testify to the success of the concept. The design has been flexible enough to permit over 270 changes—most of them minor—without disturbing the principle of standardization. Here's a description of some of the major changes made in the car as a result of never-ending research by the manufacturer.**

# Today's PS-1 Box Car Is Result of




**TODAY'S PS-1** has steel end with welded seam, integral end and Z-bar corner post.

By NORMAN E. GILLESPIE

Associate Editor

Until 1946, railroad rolling stock was tailored to meet specifications of individual railroads.

Manufacturers' shops had to retool for each succeeding lot of cars. This procedure increased car costs and slowed production. Handcrafting methods were slow and costly. It was expensive to build new jigs, fixtures, dies and tools every time new orders were scheduled.

In May 1946, a standard design was selected by Pullman-Standard for its box cars, and mass production of cars was made possible. Use of welding also brought about major economies. Pullman-Standard believes the all-welded car has the advantage of lower first cost, is relatively easy to repair and has greater strength for its weight.

The standard-design box car (PS-1) is, of course, adaptable to special needs. Cars may be purchased in 40½ ft and 50½ ft lengths. Doors come in widths of 6, 7, 8, 9, 15 ft or larger, according to specification. Accessories such as the

P-S cushion underframe or the P-S compartmentizer can be installed

Research on the basic design is carried on constantly. There have been over 270 changes since the first PS-1 was built, and yet the original principal of standardization has not been disturbed.

Some design changes were made to effect economies in, and to improve, construction. Others reduced costs to the railroads. Occasionally the AAR added a new ruling that required a change.

Extensive and continuous testing by Pullman-Standard led to redesign in some vital areas of the car which contribute to strength and economy. Design improvements and subsequent changes also resulted from recommendations by sales and service personnel.

In March 1954, for example, the PS-1's steel end was changed to a welded seam and integral end sill. The bottom sheet was made of 5/16 in., instead of ¼ in., plate, and the corner post was changed to a Z-bar. The improved construction made a stronger lower-cost end. Maintenance costs were reduced by eliminating riveted lap joints at the center seam and end sill. Corrosion pockets and the possibility of loose rivets were eliminated. The end is now permanently water tight. The dirt trap behind the new corner post was also eliminated.

To reduce cost, the car's decking was extended to the side sill in the doorway area, thus eliminating floor fillers under the threshold plates. Enough full length decking boards are used so they extend under the door posts.

Almost two years ago, sill step supports were changed to a 5 by 3 by 5/16 in. rolled angle to replace the ¼ in. pressed angle plate. This improved construction, and reduced maintenance cost to railroads. The ¼ in. pressed plate angles frequently had been found bent and torn in service. The vertical rivets joining the supports to the horizontal leg of the side sill became loose and broke off. Replacement was difficult while the car was in service.

Rolled angle supports, welded and riveted to the side sill, make a stronger attachment and are less likely to be damaged in service.

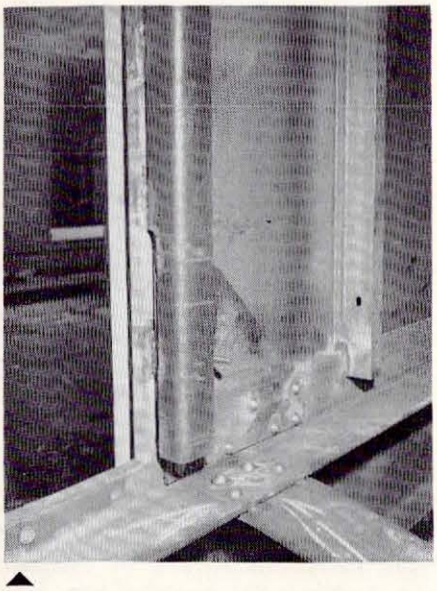
Air brake parts were changed to conform to many railroad specifications. Esna or Nylok nuts, instead of a regular nut and lockout, are now used on bolts securing the cylinder, reservoir, AB valve and retainer valve, because a nut with nylon inserts is less apt to be loosened by vibration.

Two successive changes in the same item improved construction, facilitated production, and made it easier to purchase steel. First, the side sill angle was changed from 6 by 3 by 5/16 to 6 by 6 by 5/16 in. When the former angle was standard, some railroads wanted the 6-in. leg vertical, others wanted it horizontal. Pullman-Standard was constantly changing the side construction, underframe members, underframe jig and floor board lengths. Standardizing on the equal leg angle eliminated such changes. Later, the 6-by-6-by-⅜-in. angle was made standard.

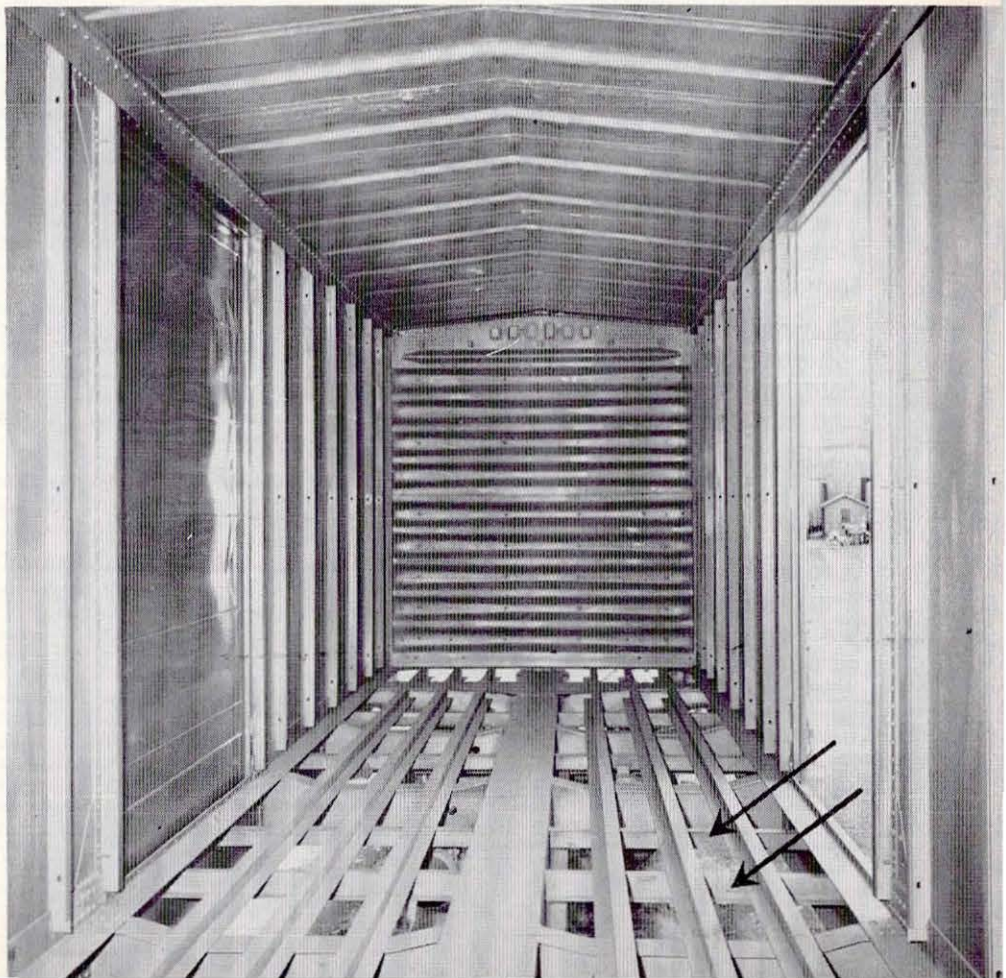
The heavier section provides additional strength in the sides and greater corrosion resistance.

The car's present door post is a pressed-box-type ¼ in. plate, which replaced the previous 4 by 3 by ¼ in. angle. This change provides more strength and permits easier shop application of DF equipment. With the box-type post, the gusset at the side sill and side plate are formed and subassembled by welding to the post, making them an integral part.

# a Continuing Research Program



▲ **BOX TYPE** door post replaced AAR angle door post.



**ADDED STRENGTH** for heavy lift trucks is provided by using two Z-bar crossties (arrows) instead of one. Ties are equally spaced between the crossbearers at the PS-1's door opening. ▶

# WE NEED 3 MORE GOOD MEN AT FARR COMPANY

We need three more good men to serve our most important customers—the growing American Railroads. These men will work out of New York, Chicago, and Los Angeles.

They will sell the expanding line of new products—as well as air filtration equipment that has become the standard of the American Railroad.

They must have good sales records—5 years in the railway supply field, preferably in motive power and allied equipment.

They must be willing to work hard, accept increasing responsibility.

As Farr Company continues to grow, these men will grow with us. Those who are interested—and can qualify—are invited to send complete resumés to:

**G. F. Thruelsen, General Sales Manager, Farr Company—P.O. Box 90187, Airport Station—Los Angeles 45, Calif.**

Alexander H. Hart
CNR

C. Roger Brussee
M&StL

Sidney R. Spencer
Reading

A. E. Lewis
Seaboard

# People in the News

**BOSTON & MAINE**—**Stanley G. Phillips,** vice president—engineering, Boston, retired Nov. 2. **Foster R. Spofford,** chief engineer, promoted to assistant to vice president—operations. **Thomas K. Dyer,** engineer maintenance of way, succeeds Mr. Spofford as chief engineer.

**BURLINGTON.**—**Bernard E. Cors,** trainmaster, Hannibal, Mo., appointed assistant engineer of track, Galesburg, Ill., to succeed the late **M. G. Counter.**

**CANADIAN NATIONAL.**—**Maynard A. Metcalf,** vice president of traffic, Montreal, will retire in January 1960. **Alexander H. Hart,** assistant vice president of traffic, has been appointed system vice president of traffic, effective Feb. 1, 1960.

**G. Homer Betz,** assistant regional auditor, appointed regional auditor, Atlantic region, Moncton, N.B., succeeding the late **C. L. Stevens.**

**Silas F. Lean,** operation trainee, Moncton, appointed assistant to vice president and general manager, Atlantic region, succeeding **Murray L. Milner,** retired.

**CENTRAL OF GEORGIA.**—**Fred N. Greene,** passenger traffic representative, Columbus, Ga., appointed division passenger agent there.

**CHESAPEAKE & OHIO.**—**W. P. Thurston,** assistant to vice president, coal traffic department, Cleveland, named coal traffic manager, Richmond, Va., succeeding **J. B. Young,** retired.

**FLORIDA EAST COAST.**—**Gordie Stewart,** assistant chief operating officer, St. Augustine, Fla., named acting chief operating officer, succeeding **C. L. Beals,** who retired Nov. 1.

**R. L. Baker** appointed general passenger agent, St. Augustine, succeeding **C. Gard Oliveros,** who retired Nov. 1.

**INTERSTATE COMMERCE COMMISSION.**—**Burton Fuller,** hearing examiner in the Bureau of Rates and Practices, retired Oct. 31.

**LACKAWANNA.**—**Harry F. Doyle, William J. Nolan** and **D. L. Norton,** assistant freight traffic managers, New York, appointed freight traffic managers there of Eastern, Central and New York Metropolitan district territory, respectively. **L. F. Heineck,** general coal freight agent, New York, appointed coal traffic manager there. **R. K. Lovitt,** assistant western traffic manager, Chicago, named western traffic manager there, succeeding **C. R. Hartshorn,** retired. **H. E. Simpson,** general freight agent, Buffalo, succeeds Mr. Lovitt. **W. P. Campion,** general agent, Pittsburgh, succeeds Mr. Simpson. **W. S. Wilcox,** general agent, Boston, appointed assistant general freight agent, Chicago. **W. C. Adams,** traveling freight agent, Chicago, appointed general agent, Los Angeles, succeeding **H. C. Buffum,** transferred to Boston. **Wilbur Cole,** representative at Chicago, appointed general agent, Nazareth, Pa., succeeding **W. S. Burwell,** transferred to Pittsburgh.

**LOUISVILLE & NASHVILLE.**—**Milton J. Eckhoff** appointed district passenger agent, Chattanooga, Tenn.

**MINNEAPOLIS & ST. LOUIS.**—**C. Roger Brussee** appointed to the newly created position of assistant to vice president traffic promotion and research, Minneapolis. He was formerly manager of market research and sales operations for Scott-Atwater division of McCullough Corp., Minneapolis.

**MISSOURI-KANSAS-TEXAS.**—**William H. Wiley,** division sales manager, Parsons, Kan., transferred to Tulsa, Okla., to succeed **Fred McGee,** who retired Nov. 1. **Otha Thomas,** division sales manager, Muskogee region, Tulsa, named to succeed Mr. Wiley. **R. F. O'Neill,** district sales representative, Philadelphia, appointed division sales representative, Tulsa.

**MISSOURI PACIFIC.**—**W. Crimm,** trainmaster, Kansas City Terminal division, Kansas City, Mo., promoted to assistant superintendent, St. Louis Terminal division (east side of river), Dupo, Ill., to succeed **C. L. Brown,** who has accepted a position with the Port Terminal Railroad Association of Houston, Tex. **J. M. McJannet** named to replace Mr. Crimm.

**L. L. Wallis** appointed division engineer, Eastern division, Kansas City, Mo., succeeding **J. E. Martin,** transferred to the Kansas City Terminal division.

**H. M. Johnson, Jr.** appointed assistant vice president-traffic, effective Nov. 16.

**G. B. Campbell,** tie and timber agent, St. Louis, retired Oct. 31. **Kenneth C. Edscorn,** supervisor treatment, tie and timber department, Kansas City, succeeds Mr. Campbell.

**L. D. Alcorn,** assistant trainmaster, Lake Charles, La., appointed trainmaster, De-Quincy, La.

**NEW HAVEN.**—**A. T. Peagan,** vice president—operations, New Haven, appointed vice president and general manager. **R. J. Duggan, Sr.,** general manager—transportation, appointed assistant vice president—operations.

**NEW YORK CENTRAL.**—**E. M. Skelton,** division engineer, Springfield, Mass., transferred to

the Syracuse division at Rochester, N.Y. **T. M. Scott,** assistant division engineer, Boston & Albany division, Springfield, succeeds Mr. Skelton.

**Robert T. Roe,** claim agent at Harmon, N. Y., appointed district safety supervisor, New York, succeeding **John W. Wood,** transferred to Gibson, Ind.

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**Frank G. Minter,** deputy comptroller, Roanoke, Va., retired Nov. 1.

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**L. S. MacDonald,** agricultural development agent, Billings, Mont., named director of the agricultural development department, St. Paul, succeeding **J. W. Haw,** retired. **K. L. Cook,** agricultural development agent, Spokane, Wash., succeeds Mr. MacDonald. **D. R. Hamm,** traveling freight and passenger agent, Spokane, named development agent, succeeding Mr. Cook.

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**Nalco Chemical Co.,** Chicago, has appointed **James E. Starry** district manager for its Texas district, at Houston. Mr. Starry succeeds **William H. Rodewald,** named vice president and general manager of **Nalco de Venezuela, C.A. Kenneth L. Russ** has been appointed sales manager of the latter company. Nalco de Venezuela is a wholly owned subsidiary of Nalco, with a recently completed plant at Anaco, Venezuela. Administrative and sales headquarters will be located in Caracas.

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**Hayes Track Appliance Co., Richmond, Indiana**

# NOW! a standard warranty on Westinghouse ReManufactured* "AB" Freight Brake Equipment

Thousands of sets of "AB" Freight Brake Equipment have been completely ReManufactured in our shops during the last few years. Now it is possible to offer to the railroad industry standard warranty on all "AB" Freight Brake Equipment that is ReManufactured in Westinghouse Air Brake facilities.

All "AB" valves, reservoirs and cylinders returned to the Westinghouse Air Brake factory under this program are ReManufactured to meet standard warranty. ReManufacturing includes rebushing, replacement of gaskets and parts of the latest design and complete modernization to conform to present-day standards. All reservoirs are cleaned, assembled with new gaskets and pressure tested as required by AAR regulations and all castings are rustproofed.

**Ship Your Used "AB" Freight Brakes To Us—**
**We ReManufacture Them To Standard Warranty**

**Items to be Returned to Westinghouse for ReManufacture**

- **AB Valve with** †Service Portion Body Having Filter Protection for Charging Chokes
- **AB Reservoir**
- **AB Brake Cylinder having** †Non-Pressure Head with Spring Guide

†Mandatory for new or rebuilt cars

**+**

**New Material Furnished by Westinghouse**

- **AB Valve Accessories** Vent Protector, Release Valve Handle Details
- **Brake Pipe Details** Dirt Collector, Cut-Out Cock, Brake Pipe Tee, Wabcoseal® Angle Cocks, Hose and Couplings
- **Release Control Retainer**
- **Wabcoseal® Fitting Kit**

**=**

**We Return to You**

Complete "AB" Equipment with Standard Warranty

### Immediate and Long-Term Advantages in "AB" ReManufacture

**IMMEDIATE**

Eliminates need for expansion in shop facilities with accompanying increase in expense burden as need for maintenance increases.

Eliminates investment in equipment for pressure testing of reservoirs, now required under code regulations.

Automatically restores new bushing condition and absorbs rebushing costs inevitable after long service.

**LONG TERM**

Upgrades brake equipment for reliable operation through the recently extended 4-year cleaning period.

Minimum maintenance repairs required at succeeding cleaning periods.

It will pay you to investigate the advantages of having Westinghouse ReManufacture your "AB" freight brake equipment. You will find our charges for this service compare favorably with real costs for your own shop reconditioning and, in addition, you receive your ReManufactured air brake equipment with a standard warranty.

For information on costs and literature, call or write your Westinghouse Air Brake Representative.

---

**"ReManufacturing" is the term Westinghouse Air Brake uses to describe an air brake rebuilt in the same plant under the same strict quality control conditions that prevail during original manufacturing. ReManufacture is the only way of upgrading "AB" Equipment to standard warranty.*

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PENNA.

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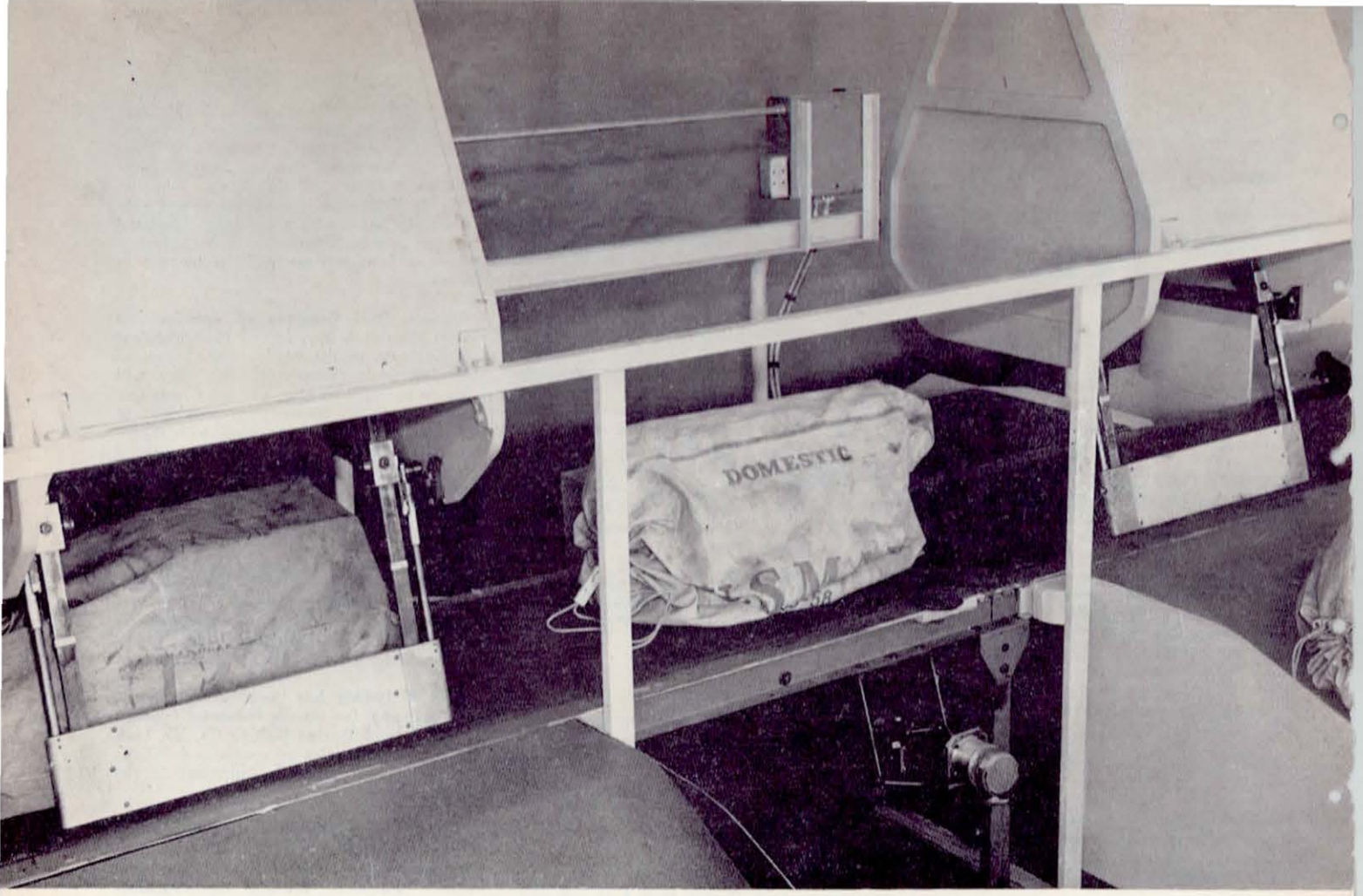



**MODEL OF SORTER SYSTEM** shows mail bags passing diverter stations on conveyor. Diverter paddle at right has just ejected a bag into the output conveyor. Diverting can be from either side of the conveyor, or both.

# New Sorter Handles Mail Fast

A new system to automate mail bag sorting in railroad terminals has been developed by Aerojet-General Corp.—the firm that is working on a major automation program for the U. S. Post Office Department.

Members of the operating committee of the AAR's Railway Mail Transportation Division looked over the new system a few days ago at Frederick, Md.

Designers of the system—which can be engineered to any terminal's requirements—say it will pay for itself in two years or less.

Example: Studies at one terminal, with average daily mail bag volume of 40,667, developed a cost figure of 6.17 cents per sack under the terminal's existing handling methods. Installation of the new sorter would cut this cost to 4.43 cents. Both figures include labor, overhead, depreciation and maintenance—plus, in the case of the new system, allowance of a 20% factor to cover scheduling difficulties. Per-sack savings are based on 15-year amortization of the equipment cost. If all savings were plowed back, the equipment would pay for itself in about 17 months, according to Aerojet engineers. The system can be leased, too.

The new sorter is similar, in concept if not in detail of operation, to one introduced a few years ago by Stewart-Warner Corp.

One of the SW units was subsequently installed at the Pennsylvania's 30th Street Station in Philadelphia; another is presently going in at the St. Paul, Minn., Union Depot.

There are six subsystems, or sections, in the Aerojet facility.

- Input, where mail bags or packages are dumped on a belt conveyor as a disorganized mass.
- Induction, where sorting operators organize the flow of material by routing each piece to a particular destination in the sorting system. This can be done by electronic keysort and memory device, or, with light volume, by fluorescent ink and ultraviolet sensing. Individual pieces then move on to the sorting conveyor.
- Sorter conveyor—specifically designed to volume and weight requirements—moves bags or parcels toward diverters.
- Diverters, located along sorter, are mechanical devices that remove material from conveyor. Controlled by the electronic memory system, they may be either single or double, diverting from one side of the conveyor or both.
- Electronic memory and control system, the "brain" of the whole operation. This system accepts and retains the coded destination of each item as entered by the keysort. It synchronizes the work of diverters so they automatically remove bags or parcels at the proper time and place.
- Output, which is a series of simple conveyors to deliver material from diverter points to carts, trailers or railroad cars.

## Railroading After Hours

with Jim Lyne

**WHAT'S IN A NAME?**—I've often thought that railroads might profit in their selling efforts (of ideas as well as service), from further examination of the comprehensiveness of sales research in some other industries. Just for instance, I've been reading in Printer's Ink magazine how the name Valiant was chosen for the Chrysler Corp.'s new automobile. They got an electronic computer to give them every possible combination of 6 and 7 letters. From this operation they got 2,000 names—a list they whittled down to 100 by inspection.

Then they used "motivation research" to pick from the names left—those with the most favorable reaction. That got the total down to 20—and the law department trimmed it down to 5 (because of various legal encumbrances to the other 15). Then 2,000 selected citizens were asked to make the final selection. Some thoroughness—just to come up with a product name.

**PIGGYBACK ORIGIN**—Incidentally, who was it that first started the use of the term "piggyback" in its present meaning on the railroads? This is no idle question. I raise it because some people are laying the blame on me—and I do not have the evidence to exculpate myself.

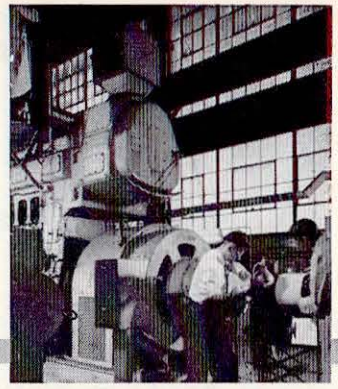
I first heard "piggyback" used to describe those auto transporters—and it seemed to me that the word was equally applicable to trailers handled on flat cars, and we started to call it that in Railway Age. But if anybody else used the term before Railway Age did, I'll welcome the information.

Actually, while the label isn't exactly elegant, it does have high attention value. There aren't many Americans who don't know what piggyback is—and there might not be so many of them, if a more conventional name had been used.

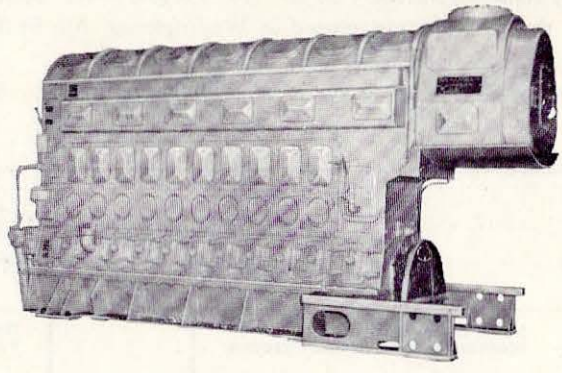
**CHEMINOTS CANADIENS-FRANCAISES**—Combien y a-t-il de cheminots canadiens-français qui lisent régulièrement "La Revue Générale des Chemins de fer" (revue mensuelle publiée à Paris)? La science ferroviaire fait des progrès vraiment rapides en France—en particulier dans le domaine de la traction électrique-, et les revues professionnelles ferroviaires publient d'excellents reportages sur ce sujet.

Bien qu'en concurrence avec les transports routiers, les chemins de fer français ont connu un succès assez impressionnant. Ce succes s'explique, peut-être, par la latitude dont jouissent ces chemins de fer en ce qui concerne la tarification. Il existe à ce sujet un excellent livre de René Bourgeois intitulé "L'Exploitation Commerciale des Chemins de fer Français." Combien de cheminots canadiens-français l'ont lu?

Parmi les cheminots de langue anglaise de ce continent, seule une infime minorité comprennent le français. Les intéressantes perspectives françaises sur les problèmes ferroviaires ne feront leur marque sur ce continent que si les Canadiens-français les accueillent et les traduisent en termes nord-américains. C'est l'occasion de rendre à toute l'industrie ferroviaire d'Amérique du Nord un service professionnel de premier ordre. (Thanks to Marc Meunier, CNR's assistant PR director, for correcting my feeble French).

To get the best, use F-M factory experience and facilities for O-P engine service.



*Upgrade your diesel power—cut costs on maintenance, shop facilities and inventories...*

Specify Factory Warranted

**F-M Unit Exchange**

Meet increased tonnage demands with up-to-the-minute improvements in design and engineering: Upgrade your motive power fleet with Fairbanks-Morse Unit Exchange O-P engines!

F-M Opposed-Piston diesels are rebuilt to exacting factory specifications and are Warranted just as new equipment. You get full advantage of latest developments in diesel power for maximum performance. A 60% increase in F-M Unit Exchange component availability assures prompt delivery—for every O-P rating and major accessory group.

Remember: The only engine better than your present O-P is an Opposed-Piston diesel made better by Fairbanks-Morse. For full details and delivery schedules, write Fairbanks, Morse & Co., 600 South Michigan Avenue, Chicago 5, Illinois.

**FAIRBANKS-MORSE**

*a name worth remembering when you want the BEST*

LOCOMOTIVES • DIESEL, DUAL FUEL AND GAS ENGINES • GENERATORS • SCALES
ELECTRIC MOTORS • PUMPS • COMPRESSORS • MAGNETOS • HOME WATER SYSTEMS

# NOW! a standard warranty on Westinghouse ReManufactured* "AB" Freight Brake Equipment

Thousands of sets of "AB" Freight Brake Equipment have been completely ReManufactured in our shops during the last few years. Now it is possible to offer to the railroad industry standard warranty on all "AB" Freight Brake Equipment that is ReManufactured in Westinghouse Air Brake facilities.

All "AB" valves, reservoirs and cylinders returned to the Westinghouse Air Brake factory under this program are ReManufactured to meet standard warranty. ReManufacturing includes rebushing, replacement of gaskets and parts of the latest design and complete modernization to conform to present-day standards. All reservoirs are cleaned, assembled with new gaskets and pressure tested as required by AAR regulations and all castings are rustproofed.

**Ship Your Used "AB" Freight Brakes To Us—**
**We ReManufacture Them To Standard Warranty**

| Items to be Returned to Westinghouse for ReManufacture | | New Material Furnished by Westinghouse | | We Return to You |
|---|---|---|---|---|
| AB Valve with †Service Portion Body Having Filter Protection for Charging Chokes | + | AB Valve Accessories: Vent Protector, Release Valve Handle Details | = | Complete "AB" Equipment with Standard Warranty |
| AB Reservoir | | Brake Pipe Details: Dirt Collector, Cut-Out Cock, Brake Pipe Tee, Wabcoseal® Angle Cocks, Hose and Couplings | | |
| AB Brake Cylinder having †Non-Pressure Head with Spring Guide | | Release Control Retainer | | |
| †Mandatory for new or rebuilt cars | | Wabcoseal® Fitting Kit | | |

**Immediate and Long-Term Advantages in "AB" ReManufacture**

IMMEDIATE

Eliminates need for expansion in shop facilities with accompanying increase in expense burden as need for maintenance increases.

Eliminates investment in equipment for pressure testing of reservoirs, now required under code regulations.

Automatically restores new bushing condition and absorbs rebushing costs inevitable after long service.

LONG TERM

Upgrades brake equipment for reliable operation through the recently extended 4-year cleaning period.

Minimum maintenance repairs required at succeeding cleaning periods.

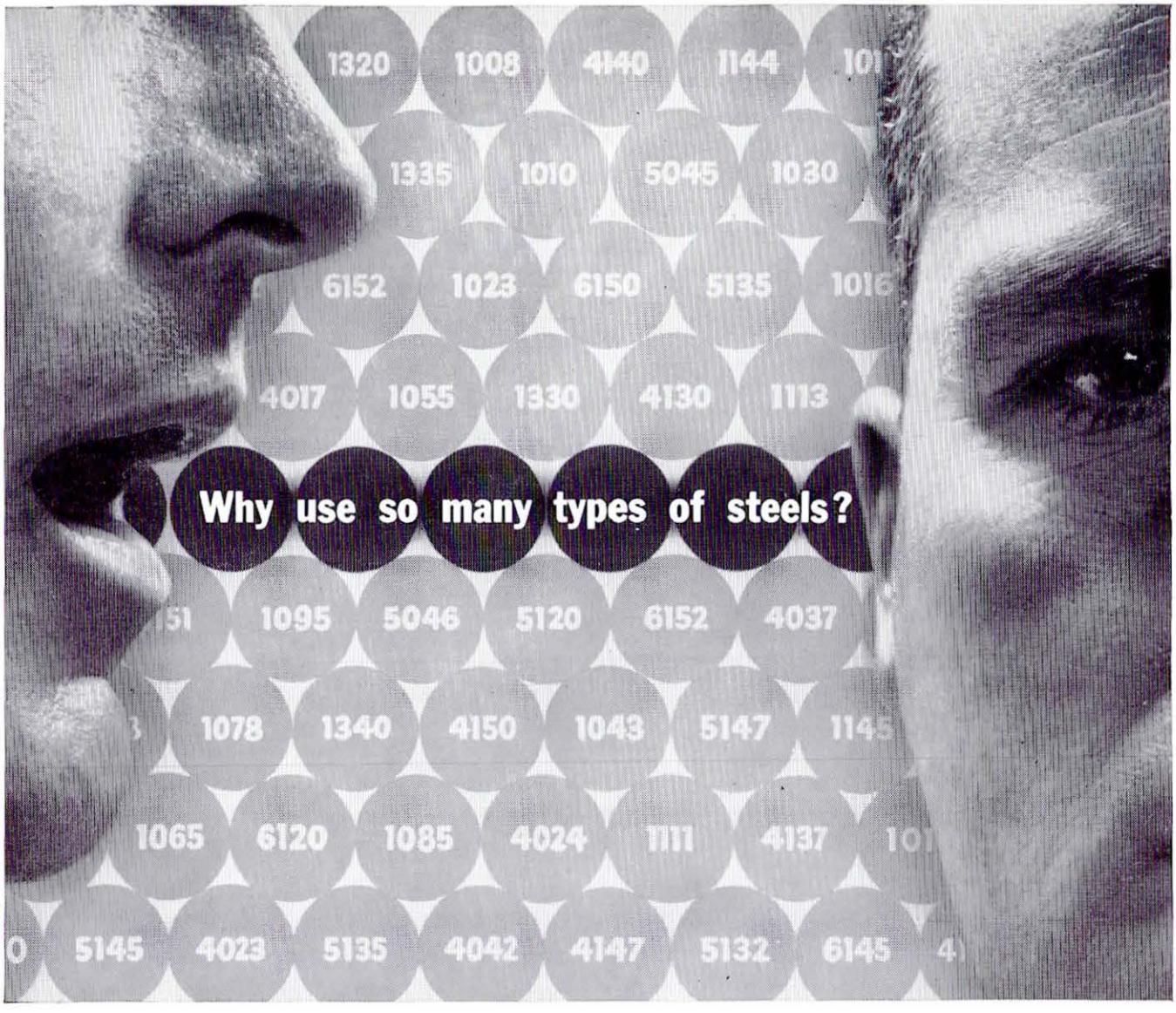
It will pay you to investigate the advantages of having Westinghouse ReManufacture your "AB" freight brake equipment. You will find our charges for this service compare favorably with real costs for your own shop reconditioning and, in addition, you receive your ReManufactured air brake equipment with a standard warranty.

For information on costs and literature, call or write your Westinghouse Air Brake Representative.

---

**"ReManufacturing" is the term Westinghouse Air Brake uses to describe an air brake rebuilt in the same plant under the same strict quality control conditions that prevail during original manufacturing. ReManufacture is the only way of upgrading "AB" Equipment to standard warranty.*

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PENNA.




# Just two will do...
# 4340, 4620 General Purpose Steels

**You make your job easier and you standardize, simplify, and save money...**

These two General Purpose alloy steels can solve most of your steel selection problems. One a carburizing type . . . the other a through-hardening type — with just these two alloy steels you can satisfy practically all your engineering requirements.

Here's your chance to standardize on materials. To simplify inventory and processing. To save money in purchasing, inventory, production . . .

**When you need through-hardening steel,** simply specify 4340. It's ideal for parts of any section size. It provides exceptionally high strength and toughness. Responds reliably to heat treatment. It's weldable under proper conditions and machines at relatively high hardness.

**And when you want to carburize,** simply specify 4620 steel. It resists warpage and distortion in heat treatment. Responds reliably and uniformly, too. Provides a tough, strong core to support the hard wear-resistant case.

Best of all, both are carried by Steel Service Centers from coast to coast, ready for delivery right off the shelf. If you need heavier-duty or special purpose steels for very particular applications, suitable nickel alloy steels are also available from your Steel Service Center. To get a buyer's guide of centers that carry 4340, 4620, and other nickel-containing grades, simply write Inco.

AMERICAN STEEL WAREHOUSE ASS'N.

**THE INTERNATIONAL NICKEL COMPANY, INC.**
67 Wall Street New York 5, N. Y.

INCO TRADE MARK

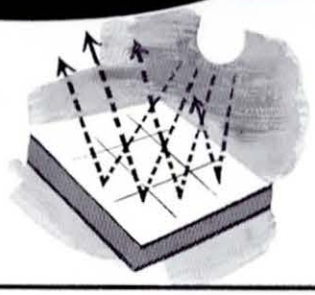
# SIX-WAY SAVINGS WITH

## Streamlite HAIRINSUL

Leading refrigerator car builders depend on time-tested Streamlite Hairinsul for insulation because of its proven efficiency and its six money-saving features.

### 1. LOW CONDUCTIVITY

Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour per degree F., per inch thick.

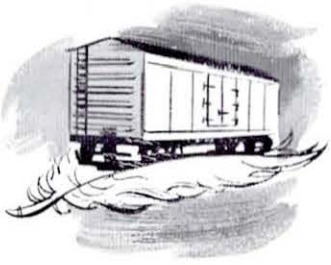


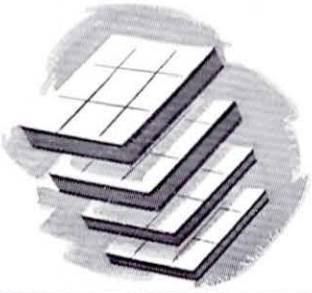
### 4. EASY TO INSTALL

Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall section between fasteners.

### 2. LIGHT WEIGHT

Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.



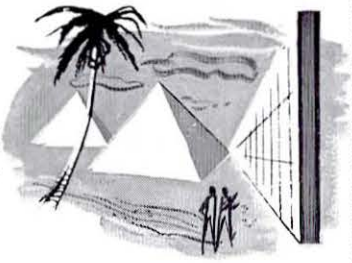


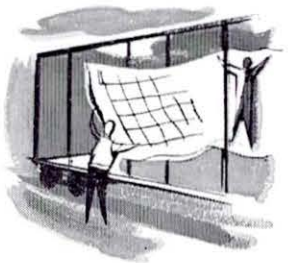
### 5. COMPLETE RANGE

Streamlite Hairinsul is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.

### 3. PERMANENT

Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.





### 6. HIGH SALVAGE VALUE

The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

**AMERICAN HAIR & FELT COMPANY**

Merchandise Mart • Chicago 54, Illinois

*SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED*

# MARKET OUTLOOK *at a glance*

## Carloadings

Loadings of revenue freight for the week ended Nov. 7 were not available as this issue went to press.

Loadings of revenue freight for the week ended Oct. 31 totaled 588,148 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, Oct. 31

| District | 1959 | 1958 | 1957 |
|---|---|---|---|
| Eastern | 84,545 | 97,433 | 107,545 |
| Allegheny | 81,182 | 117,534 | 135,205 |
| Pocahontas | 47,566 | 52,705 | 59,702 |
| Southern | 117,467 | 122,306 | 123,796 |
| Northwestern | 69,351 | 93,771 | 104,150 |
| Central Western | 131,530 | 136,518 | 130,427 |
| Southwestern | 56,507 | 54,724 | 53,169 |
| Total Western Districts | 257,388 | 285,013 | 287,746 |
| Total All Roads | 588,148 | 674,991 | 713,994 |
| Commodities: | | | |
| Grain and grain products | 63,958 | 66,882 | 51,231 |
| Livestock | 11,267 | 11,361 | 12,715 |
| Coal | 108,995 | 117,159 | 134,782 |
| Coke | 3,166 | 7,870 | 9,952 |
| Forest Products | 41,655 | 42,007 | 39,380 |
| Ore | 10,846 | 46,437 | 58,894 |
| Merchandise l.c.l. | 42,351 | 46,650 | 54,001 |
| Miscellaneous | 305,910 | 336,625 | 353,039 |
| Oct. 31 | 588,148 | 674,991 | 713,994 |
| Oct. 24 | 607,347 | 574,845 | 703,688 |
| Oct. 17 | 580,768 | 696,403 | 726,812 |
| Oct. 10 | 558,780 | 686,521 | 741,520 |
| Oct. 3 | 572,502 | 677,625 | 747,647 |
| Cumulative total, 44 weeks | 26,212,356 | 25,576,462 | 30,769,899 |

**IN CANADA.**—Carloading figures for the ten-day period ended Oct. 31 were not available at press time.

# New Equipment

**FREIGHT-TRAIN CARS**

► *American Refrigerator Transit.*—Ordered from Pacific Car & Foundry 150 50-ft, 70-ton steel-sheathed Class RB insulated refrigerator cars with DF loaders, at an approximate unit cost of $17,700; and 50 50-ft, 70-ton steel-sheathed Class RP mechanical refrigerator cars, at an approximate unit cost of $27,000. Deliveries are scheduled for May 1960.

► *Green Bay & Western.*—Ordered two caboose shells from Thrall Car. Railroad shops at Green Bay, Wis., will complete construction and outfitting of cars.

► *Illinois Central.*—Ordered 30 70-ton Dry-Flo covered hopper cars from General American for immediate delivery. Cost of the order: approximately $348,000.

► *North American Car.*—Ordered 100 85-ft piggyback flat cars from American Car & Foundry Division and 10 85-ft G-85 piggyback flat cars from General American. Total cost of the orders: approximately $1,650,000. Deliveries will depend on availability of steel.

► *Northern Pacific.*—Will order 50 85-ft piggyback flat cars from General American. Cost and delivery schedule are uncertain. New program is in addition to order for 25 General American piggyback flat cars previously reported (RA, Sept. 7, p. 43).

► *Rock Island.*—Ordered 500 50-ton PS-1 box cars and 100 70-ton, 85-ft piggyback flat cars from Pullman-Standard at a total cost of $5,835,200. The box car order includes 300 40½-ft cars with 8-ft doors; 100 50½-ft cars with 9-ft doors. Flat cars will be equipped with two Rock Island trailer hitches per car. Deliveries will depend on availability of steel.

► *Western Pacific.*—Ordered 50 50-ft, 70-ton insulated box cars equipped with damage-prevention devices from Pacific Car & Foundry. Delivery is scheduled for first quarter 1960.

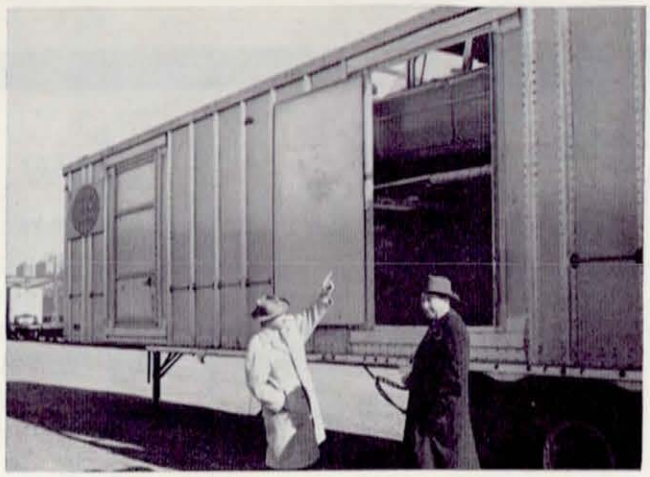
**SPECIAL**

► *Reading.*—Purchased 43 new 35-ft tandem-axle trailers at a cost of $247,000. They will be used both in TOFC service and in over-the-road hauling by the Reading Transportation Co. Order brings to 143 the number of such trailers purchased in 1959 (RA, April 27, p. 71; June 15, p. 35; Oct. 12, p. 35).

# New Facilities

► *Canadian National.*—Has awarded the contract for a 170-ft by 360-ft car repair shop with a 30-ft first-floor extension at its new Moncton hump yard to Modern Building Systems Ltd., Moncton. The structure will provide 66,700 sq ft of floor space, will cost about $400,000.

## Flexi-Van: Four-in-One



NEW FLEXI-VAN auto carrier is inspected (above) by Leo L. Mellam, president of New York Central Transport Co., and R. L. Milbourne, director of Flexi-Van sales and service, NYC. Wall-mounted tracks will hold four conventional autos on two levels. Or versatile van can carry autos on upper deck, general merchandise on lower. With all tracks folded, it becomes an 8-by-8-by-40-ft side-door container for general service. Overhead ribs can be lifted for top-loading of steel. NYC also has open style Flexi-Van auto transporter (RA, Oct. 19, p. 28).

# Boston-Midwest Freights Speeded

New fast-freight schedules between Boston-Chicago and Boston-St. Louis went into effect last week. The speeded up schedules as announced will have the general effect of saving a day's time between New England and the Midwest.

Designed primarily to meet piggyback requirements, the new schedules will also benefit forwarder, LCL and other high-rated merchandise shippers when train capacity is available. Second morning deliveries featured by the new schedules are faster than any that motor carriers are presently offering.

Both the Boston & Maine and the New Haven are offering speeded-up deliveries. B&M, working with the Delaware & Hudson, the Delaware, Lackawanna & Western and the Nickel Plate, will provide the new service from Boston, Worcester and the Holyoke-Springfield areas to Chicago and St. Louis. The New Haven, via connections with the Lehigh & Hudson River, the Lackawanna and the Nickel Plate, will serve Boston, Providence and New Haven.

Westbound B&M service will leave Boston at 6:00 p.m. and arrive at Mechanicville at midnight the same day. It will leave Mechanicville on the D&H at 12:30 a.m. for arrival at Binghamton at 4:45 a.m. and delivery to the DL&W. The Lackawanna will deliver cars to the Nickel Plate at Buffalo at noon on the first day after departure Boston. On the Nickel Plate, the expedited service will leave Buffalo at 1:00 p.m. for delivery in Chicago at 2:00 a.m. the second morning or in St. Louis at 8:00 a.m.

Westbound on the New Haven, the new service will pick up in Boston, Providence and New Haven at the end of the business day and proceed to Maybrook for delivery to the Lehigh & Hudson River. The L&HR will furnish the cars to the DL&W at Port Morris at 12:30 a.m., where they will be added to the consist of new DL&W train NE-3, departing Port Morris at 1:00 a.m. NE-3 later picks up B&M-D&H cars at Binghamton and delivers both groups to the Nickel Plate as already described.

Eastbound schedules have been speeded up correspondingly on both routes, providing for the first time second morning delivery at Boston from Chicago. Departure time at Chicago is 7:00 p.m. Merchandise shipped in Chicago Monday afternoon, for example, will be delivered in New Haven at 7:00 a.m. Wednesday, or in Boston at 10:30 a.m.

Middleman in the new service, the Lackawanna, has established a new train westward, NE-3, and has adjusted the schedule of its existing eastbound train No. 20 to make connections for the advertised arrival in Boston at 10:30 a.m. The new westbound train, NE-3 on the DL&W, leaves Hoboken at 10:45 p.m., with a consist limited to 30 cars. The limitation between Port Morris (where cars from the New Haven are added) and Binghamton is 50 cars, and between Binghamton (where the B&M contingent is picked up) and Buffalo, 65 cars.

New Haven, simultaneously with announcing the new expedited service, announced that it was re-equipping its motor subsidiary, New England Transport Co. The highway company is acquiring 110 new 35- and 40-ft trailers and 30 new diesel tractors. The New Haven also announced the opening of a new office in Chicago to handle piggyback freight sales.

The New Haven added a new train to its schedule to make possible Boston departure time at the close of business.

# 'Mammoth' Ore Movement Seen

► **The Story at a Glance: The railroads pledged last week to stage a "mammoth movement of ore"—if necessary—to feed the nation's reopened steel mills.**

**All along the line, the industry was gearing for stepped-up operations. Thousands of strike-idled railroad workers streamed back to their jobs. Car repair programs cut back by the steel shutdown were resumed. The AAR's Car Service Division expected car demands to be "exceptionally heavy"—but most steel roads didn't foresee any serious shortages immediately.**

Few industries were happier over the return of steel workers to their jobs last week than the railroads. The prolonged steel shutdown cost them more than 2,500,000 carloads of revenue freight—over $610 million in gross revenues. Some 63,000 railroad employees were furloughed as a result of the strike.

Of immediate concern last week was the furnishing of iron ore to the big steel producing areas. All-rail movement of ore from the Mesabi Range depended on the weather—how soon the freeze closes navigation on the Great Lakes. Last week only about 20 carloads a day were moving—but AAR President Daniel P. Loomis foresaw a much bigger job.

Pointing out that there is now relatively little ore in the lower-Lake areas, Mr. Loomis said "this means railroads may again be called upon to stage a mammoth movement of ore all the way from the Minnesota ranges to the great steel producing areas from Gary to Pittsburgh." He pledged that the railroads "will respond to such demands with everything we've got."

A more immediate source of revenue traffic for the railroads is the movement of import ore from storage at eastern ports to plants in the Pittsburgh-Wheeling, Youngstown-Sharon and Canton-Massillon areas. The Pennsylvania alone had 3,000,000 tons of ore piled up at Philadelphia last week, and another 500,000 tons at Baltimore. This, of course, is traffic the railroads would have got some time ago if the ore had taken its normal course and moved direct from the ports to the plants.

Like the steel mills themselves, the railroads won't recover quickly from the effects of the strike. The post-strike upsurge in traffic will come gradually, not reaching a peak until the steel mills themselves swing into full production. Much of the lost traffic won't be made up until 1960—some of it, never. One New York financial house has scaled down its prediction of 1959 railroad net income from $775,000,000 to $660,000,000.

The return of furloughed workers is also taking place gradually. Twelve roads polled by Railway Age last week had recalled only about one-fourth of their laid-off forces. The picture:

**Baltimore & Ohio**—Furloughed 3,000; has recalled 2,300.

**Bessemer & Lake Erie**—Laid off "about 200;" has recalled "just about everybody."

**Chesapeake & Ohio**—Furloughed 1,500; recalled 200 for light repairs on coal hoppers.

**Elgin, Joliet & Eastern**—Recalled about one-third of 3,500 laid off.

**Erie**—Furloughed 850; recalled 200 to the Meadville shops along with "minor call-backs" elsewhere.

**Lehigh Valley**—Recalled nearly 100 of over 150 furloughed.

**Louisville & Nashville**—Laid off 2,000; recalled about 800. All locomotive repair forces were recalled 30 days ago.

**Norfolk & Western**—Called back 500 of 825 furloughed.

**Pennsylvania**—Laid off 11,500; has recalled over 200 trainmen, 700 maintenance and shop workers. (The PRR's big Altoona, Pa., shops, closed Nov. 2 for lack of steel, weren't expected to reopen until four weeks after resumption of steel production.)

**Pittsburgh & West Virginia**—Called back about one-third of 119 furloughed, "mostly trainmen," expects remainder to be back on jobs within a matter of days.

**Reading**—Laid off 1,269, has recalled workers to locomotive and car shops at Reading and car shops at St. Clair, along with some train crewmen.

**Union**—Recalled over half of 260 furloughed.

Only one of these roads was fearful of a serious car shortage—although an Atlantic State Shippers Advisory Board spokesman predicted a severe pinch, especially in hopper cars. The Car Service Division of the AAR said that "because there will be great effort made to restore production of not only steel but many other commodities to the maximum level, demands for cars will be exceptionally heavy and continue so for a considerable time beyond the date when we usually expect a seasonal tapering-off of car requirements."

The Car Service Division advised its district managers and car service agents that the traffic increase "will tax the ingenuity and command every effort of you and your field men as well as individual railroad employees . . . Although the most critical situation, for some time to come, will involve hopper cars, the supply of practically all other types of equipment, including covered hoppers, gondolas, boxes and flats, will have to be utilized with utmost efficiency and to the maximum extent if demands are to be met adequately."

**CAR PRODUCTION WAS SLOWED,** but not halted, during the steel strike. The car shown above, for example, came off an ACF line in St. Louis last week—part of a $3,000,000 340-car Missouri Pacific order placed with ACF in September. Fabricated of steel ordered and delivered prior to the strike, the MoPac cars will be delivered at the rate of 20 a day beginning this week.

## Journal Stops Pay Off on Northern Pacific

**In 1957, the Northern Pacific equipped 450 box cars built at its Brainerd shops with several designs of lubricator pads only. The cars, in the series 7000-7449, made approximately 13,538,450 car miles during the first year's operation and had 150 hot boxes reported, or 90,260 miles per hot box. Of the 150 hot boxes, 136 involved two types of pads.**

**In June 1959, one year's service was completed on 450 box cars in the series 8000-8449, also built at Brainerd, but equipped with pads, journal stops and two designs of rear seals. The cars made an estimated mileage of 17,580,375 with four hot boxes reported, all with one make of lubricator, or 4,395,000 miles per hot box. Compared with cars in the 7000 series, the figures show over 48 to 1 in favor of journal stops and seals. NP's mechanical department says the value of these items has been proven beyond a reasonable doubt. By the end of the year, the road will have about 1,200 cars equipped with journal stops. Recommendations have been made to apply stops and seals to 1,600 cars during 1960.**

# Wanted: 'Easier' Mergers

Lackawanna President P. M. Shoemaker thinks railroad mergers "can be made easier."

"I would urge as important," he told New York security analysts, "the desirability of a federal statute relieving the Interstate Commerce Commission from giving any consideration to the effect upon competitive railroads or competitive forms of transportation.

"Years of planning and action should not be lost while we fight among ourselves. I know the formidable arguments of competition, but let us look at our real competition of today, not at the traditions of yesterday."

Mr. Shoemaker was speaking from experience. For the security analysts, he described the opposition that developed during recent ICC hearings on the proposed Erie-DL&W merger.

The most serious intervention, he said, came "from within the railroad industry."

"The railroad opposition was of two kinds. Nickel Plate and New York Central demanded that the Commission establish and impose new and unprecedented conditions which would essentially freeze existing traffic through the Buffalo Gateway and prevent the merged company from achieving longer haul upon important traffic now moving Lackawanna.

"In addition, they demanded that service be frozen, not only with respect to competitive equality with the system's longer haul service, but with respect to times and frequency. It would impose inflexibility upon future management and seriously impair the potential earning power of the merged company. American business enterprise has not prospered and grown by such stultification. Day after day was spent attempting, unsuccessfully in my opinion, to cast doubt upon the traffic studies of the Wyer Report and the judgment studies, supporting the Wyer Report, by our own people. In plain language, our friendly opponents on this issue said, 'We are in favor of your merger, providing the Commission imposes an insurance policy so it can't hurt us.'

"The second kind of railroad opposition was from Wabash and Lehigh Valley. It reflected no credit upon the industry. These lines came to Erie and Lackawanna on Sept. 22 and stated that they would not intervene in opposition *if* we would agree to sell them certain Buffalo property which the Wyer Report indicated would not be needed, and grant them certain trackage rights through the Buffalo terminal area, all to effect an improved Wabash-Lehigh Valley connecting service—competitive with us—by some two hours. I know of no precedent for the price of merger being the supplying of property investment and property rights to improve a competitor's product, even if it is a product badly in need of improvement. It was of course rejected by us, and much time was spent on what was basically a phony issue having no proper part in the merger proceedings."

Mr. Shoemaker recalled that he had told the ICC in a closing statement that the first nine months of 1959 "finds a combined Erie and Lackawanna deficit of $8,500,000, clearly giving approval of the merger an emergency status in the public interest."

He added: "If our opponents are not completely unreasonable, I would expect a favorable decision fairly early next year."

To make mergers easier, Mr. Shoemaker also suggested that the ICC be given authority "to act upon evidence of majority stock and bond holder approval regardless of some older mortgage requirements specifying two-thirds or three-fourths. "This is an important invasion of contractual rights," he said, "but if we had had on the Lackawanna a relatively small adverse holding of certain of our bond issues by a group having conflicting views or by opportunists, merger approval might have been delayed indefinitely. The problem becomes one of public interest involving . . . a major public service industry."

## 'Contract' Trains Proposed For Metropolitan Commuters

Proposals to operate commuter trains on a contract basis cropped up in two quarters last week.

In Washington, Walter W. Patchell, the Pennsylvania's vice president of special services, told a Congressional committee that governments in large metropolitan centers could preserve suburban rail service by contracting for needed rail service.

"It is far cheaper to pay the suburban rail lines to move the peak loads of the individual between his residence and place of business than it is to do it exclusively by highways," Mr. Patchell asserted before the joint Congressional committee on Washington metropolitan problems.

He suggested that metropolitan governments establish a regional organization that could specify the service it wanted and pay the railroads to operate it at cost. The regional group would then set its own fares and collect all the revenues.

In New Jersey—where a major commuter crisis is brewing following the voters' rejection of a plan that would have diverted New Jersey Turnpike profits to commuter aid (RA, Nov. 9, p. 7)—State Senate President Wesley L. Lance came up with a similar proposal. He suggested that contract arrangements with the railroads might be partly financed from the $4,000,000 a year the state gets from taxes on main line and third-class railroad properties.

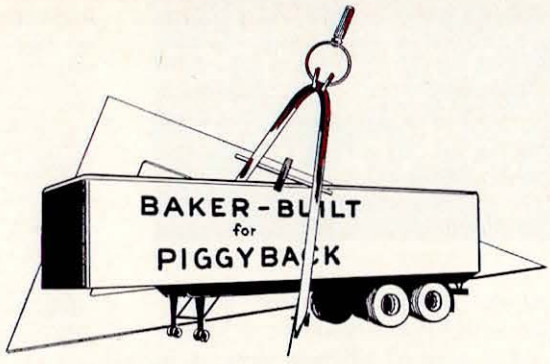
Meanwhile, a spokesman for New Jersey's five commuter railroads—DL&W, Erie, PRR, JCL and LV—said last week that the carriers will seek a "constructive and practical substitute" for the plan the voters turned down. The spokesman commented that "in view of their huge deficit operations, the individual railroads will, of course, find it necessary to reassess their positions."

# ASME to Hear RR Papers

The Railroad Division is sponsoring three sessions at the 1959 annual meeting of the American Society of Mechanical Engineers to be held at the Chalfonte-Haddon Hall, Atlantic City, N.J. The division's program:

**DEC. 3—9:30 a.m.:** Progress in Railway Mechanical Engineering 1958-1959 (committee report presented by D. R. Meier, General Electric, chairman); Stresses in Wrought-Steel Wheel Rims and Their Relation to Wheel Life, M. S. Riegel, American Iron & Steel Institute; Application of Diesel Engines to Industrial Diesel-Electric Locomotives, R. W. Barrell, General Electric. **2:30 p.m.:** Dynamic Stresses in Traction Motors Resulting from Defective Gearing, E. E. Greene, General Electric and M. A. Pinney, engineer tests, Pennsylvania; Mobile Reflectorscope Inspection of Railway Car Axles Under Rolling Equipment on the Chesapeake & Ohio, M. F. Melrose and T. E. De Vilbiss, C&O; Study of Vibration Frequencies Under Impact Conditions, G. H. Newcomer, director mechanical research, Research Division, AAR.

**DEC. 4—9:30 a.m.:** Symposium on Cushioned Underframes. Cushioning Requirements for Adequate Lading Protection, W. H. Peterson, Pullman, Inc.; the Hydracushion Underframe and Its Contribution to the Reduction of Lading Damage, S. M. Houston, general superintendent mechanical department, Southern Pacific; the Santa Fe Shock-Control Car, T. T. Blickle, general manager, mechanical department, Santa Fe; Impact as Related to Freight Car and Lading Damage, W. E. Baillie, National Malleable & Steel Castings Co.; Increased Cushioning Capacity—a Requirement of Tomorrow's Freight Cars, R. E. Abbott, AAR, and H. K. Lanning, mechanical and research engineer, Santa Fe.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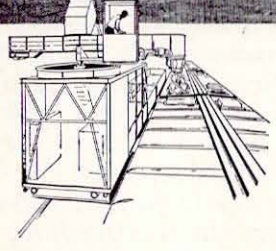

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# You Ought To Know...

**"You are not in this battle alone,"** AFL-CIO President George Meany told a rally of railroad workers in Chicago. He pledged "full and complete support . . . in every moral and material way" to the railroad unions during the management-inspired anti-featherbedding fight.

**More employment** would result from the end of railroad "featherbedding" practices, according to President Edwin E. Hokin of Union Asbestos & Rubber Co. Mr. Hokin said in Chicago that the rail supply companies alone would have to double their labor force to supply the modernized equipment railroads could buy if relieved of featherbedding waste.

**Wage demands** served by non-operating unions in Canada would cost the railroads an estimated $65,000,000, if granted and extended to other rail employees. Basic non-op demand is for a 7% increase plus 12½ cents an hour—about 25 cents an hour overall. U.S. non-ops also want a 25-cent hourly increase, but the carriers have countered with a proposal to cut wages 15 cents an hour.

**Twenty-one lubricator pads** have AAR approval as of Oct. 28. Seven of these have conditional approval, the rest test approval. Two pads added to the conditional approval list are Hennessy Lube-Pad and Optimum with insert locks. Approval has been withdrawn from 16 pads.

**The Transportation Center** at Northwestern University has received a $10,000 grant from the Union Pacific Railroad Foundation. Approximately 115 companies—including UP and 30 other railroads—now contribute to the center's transportation program.

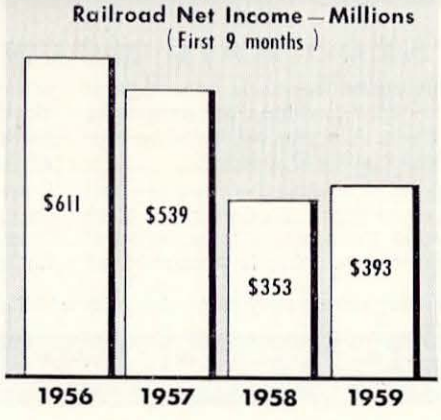
**Interest in railroad requests** for new tax legislation has been displayed by the National Tax Association. NTA, whose membership includes both governmental and industrial tax men, recently approved a resolution calling for a study of the railroad relationship to national defense and the advisability of enacting special tax legislation. The association asked that the Defense and Treasury Departments make the study and report to Congress.

**Through sleeping car service** has been added to overnight Rock Island trains between Omaha and St. Paul-Minneapolis via Des Moines. One 8-roomette, 6-bedroom car has been assigned to each train. Additional cars will be added if public acceptance warrants it.

**Rail and highway equipment** operated by North American-Emery Corp. will carry the reporting marks NAEX. According to Gen. E. C. R. Lasher, president of North American Car Corp., "this is the first time that the private car line symbol of 'X' has been borne by highway equipment, [reflecting] a further stride in rail-motor carrier cooperation."

**Burlington's "Pioneer Zephyr"** is headed for retirement at the ripe old age of 25. The articulated streamliner will be withdrawn from service in the near future, will probably then be placed on permanent public exhibition. The original three-car train started daily operations Nov. 11, 1934, between Lincoln, Neb., Omaha, St. Joseph and Kansas City, Mo. It's now holding down a Lincoln-St. Joseph run.

## ...And Watch




**"Seamobile" containers** will be used in a new truck-water-truck freight service between Pennsylvania, New Jersey and Delaware points and the Houston-New Orleans areas. Railroad subsidiaries Reading Transportation Co. in the North and Missouri Pacific Freight Transport Co. in the Houston area have joined with Seatrain Lines (developer of Seamobile containers) to make the new service possible. Seatrain has two sailings weekly in each direction.

**Another 30 dual-purpose locomotives** for the New Haven are one step closer to actuality. New Haven stockholders have approved pledging collateral for $15,896,000 in compliance with ICC conditions for a federal guaranty of financing for 30 EMD FL-9 locomotives and $500,000 for maintenance-of-way equipment and machinery. The new locomotives will make it possible for the New Haven to retire all of its straight electric locomotives except the 10 GE ignitron rectifier units most recently acquired.

**Something to crow about,** thinks the B&O, is the three-year record of its Budd-RDC "Daylight Speedliners" (which went into service between Baltimore and Pittsburgh Oct. 28, 1956): 720,319 miles without a single interruption due to equipment failure; 2,190 trips marked by "an outstanding record of on-time performance;" 375,000 satisfied customers.

**Piggybacking by freight forwarders** is the target of a trucker-inspired law suit in U. S. District Court, Terre Haute, Ind. Eastern Express, Inc., and three trucking associations are asking reversal of an ICC order authorizing a forwarder's proposal to establish volume rates for a number of commodities between New York and Chicago. The Freight Forwarders Institute commented that the court action by the long-distance trucking industry against forwarder piggyback operations can have no effect on "expanding, immediate operations." The forwarders group went on to predict that the result of the court action will be federal judicial sanction of approval already gained from the ICC.

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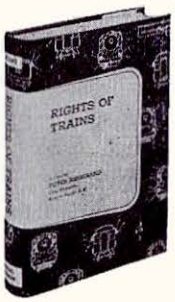
**by Peter Josserand**

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# How to Get Transport 'in Orbit'

Unless the U.S. soon revises its irresponsible program of hothousing the expansion of other forms of transportation—while pumping embalming fluid into the railroads—the results aren't going to be very pleasant for the country or anybody in it.

Most railroad people are painfully aware of what is going on, but so far they haven't been too successful in expressing what they know in terms understood by the average intelligent layman. President Norris Crump of the CPR, in a speech at Pittsburgh on October 31, came as close (we suspect) to translating the transportation situation into the "other fellow's" language as anybody has yet done. He said, in part:

"An object in orbit is one traveling at great speed on a pre-determined path under the control of measurable and balanced forces. In the physical and technological sense, transportation is in orbit. The jet aircraft soaring over land and sea at nearly the speed of sound is about to revolutionize long distance passenger travel. The turbo-prop plane for air cargo will reduce the cost per ton-air-mile to a fraction of that presently incurred. Dieselization, centralized traffic control, push-button terminal yards, integrated data processing, and other electronic applications are injecting new speed, precision and control into railway transport . . .

"So much for technology. Now how about the economics? Is that, too, in orbit?

"Transportation requires an allocation of scarce resources; it uses men, money, materials and machines which, if not used in transportation, could be used for some other productive purpose. Are we allocating these scarce resources to transportation in such a way as to produce the most economic results?

"On this continent we have relied upon the market economy mechanism to motivate and control the vast majority of our productive enterprises. No other system has equaled the North American market economy in satisfying consumer wants.

"In transportation, the market mechanism has not been allowed to work in the full measure of its effectiveness. To put transportation in orbit from an economic standpoint, more reliance should be given to market forces and less to arbitrary decisions of government. Much of the capital allocated to transportation is by government edict. This is the so-called mixed economy —part free enterprise, part socialist.

"Why do we say that the market is a better mechanism for the allocation of capital to productive purposes than is government decree? The answer is that the market imposes a penalty for bad judgment and offers a reward for good judgment—a loss if the productive facility fails to satisfy consumers—a profit if it does. The consumer exercises the discipline of the market.

"The principles underlying market allocation of capital for productive purposes should also apply in government allocation of capital for transportation facilities. Let the government be subject to the same discipline as private enterprise—namely, the discipline of the consumer. If the consumer wants these facilities, let him pay for them as a consumer and not as a taxpayer.

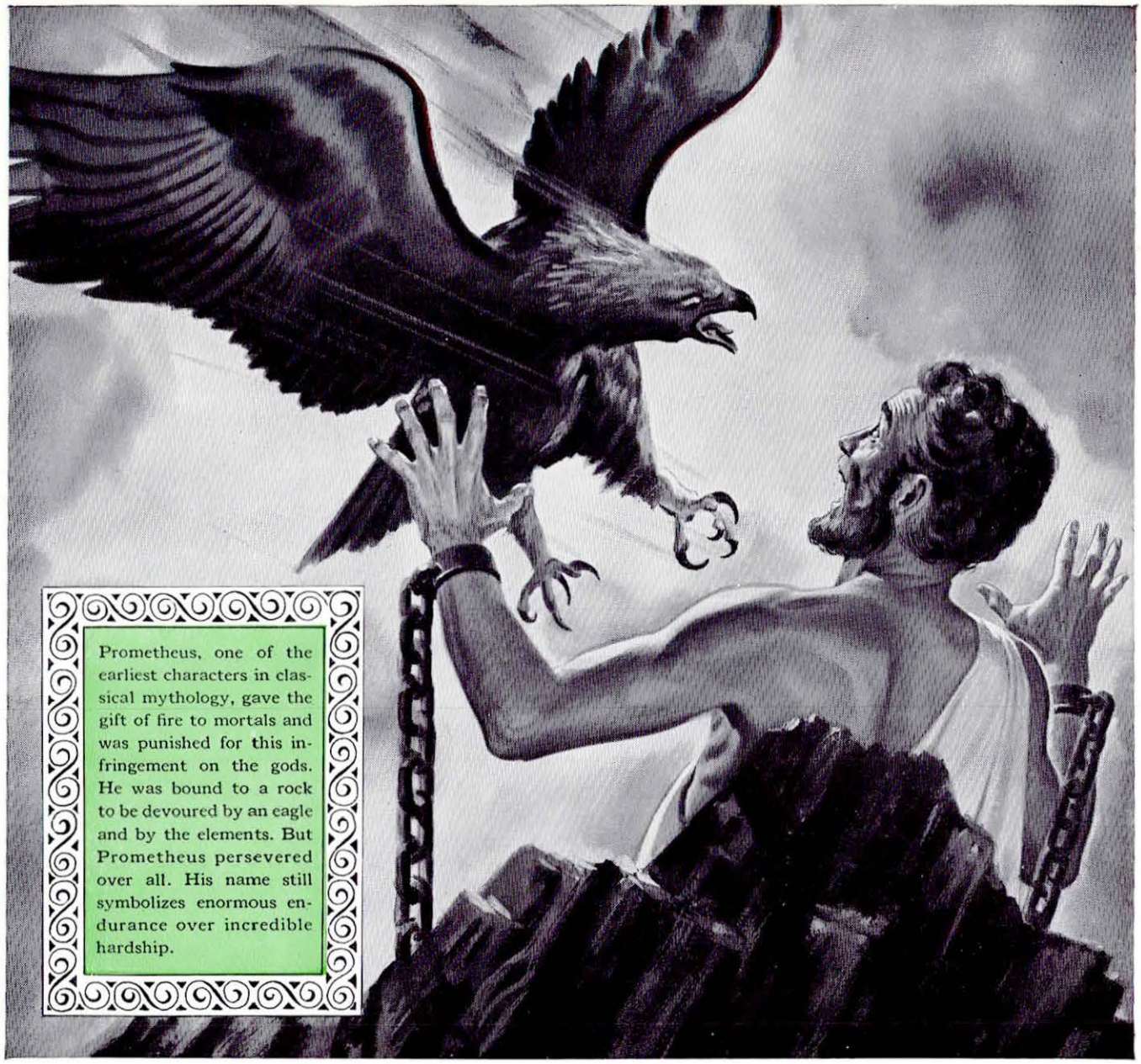
"If the government fails to impose user charges sufficient to cover capital costs as well as operating and maintenance expense, not only are these costs added to the taxpayers' burden, but private capital is driven away from investment in competing facilities; for it's a great handicap to compete against an enterprise that gets a substantial part of its capital at little or no cost."

As Mr. Crump points out, there are two approaches to a logical and economic distribution of available investment funds among alternative uses (e.g., between railroads, waterways, highways and air transportation). One such approach is that of the free market. Government doesn't interfere to help or hinder—capital investment then divides itself according to expectations of maximum profit (i.e., the methods of transportation which yield the greatest service in comparison to cost will get the bulk of the investment). The free market mechanism of directing capital investment was the dominant one in America until comparatively recent years, when government stepped in to foul up the picture in a big way.

●

The second approach to orderly and economic division of capital among alternatives is that of "centralized planning." Government owns or controls all facilities of production and it allocates funds for expansion according to the judgment of the bureaucracy as to where the highest return for the least expenditure can be secured. The device of "centralized planning" cannot possibly do as accurate a job of distributing investment funds economically as the free market can—but "centralized planning" is far more efficient than what may be called "chaotic planning"—neither the free market nor government management which (as in Russia) embraces transportation as a whole. In the USA we have "chaotic planning"—air, water, and highway facilities planned separately by planners who do not consider each other's existence, nor the existence of the railroads.

In the USA, transportation is orbiting fine—technologically. Economically, it's sputtering away on the ground—like a wet firecracker. It will keep on that way until government is forced to quit playing favorites.


Prometheus, one of the earliest characters in classical mythology, gave the gift of fire to mortals and was punished for this infringement on the gods. He was bound to a rock to be devoured by an eagle and by the elements. But Prometheus persevered over all. His name still symbolizes enormous endurance over incredible hardship.

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